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HONGKONG OFFICE: 105, DES VŒUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 5TH, 1913.

Dr. CH'EN HWANG-CHANG's proposals for the establishment of Confucianism as the State religion of China have already been examined in our columns, and our excuse for reverting to the subject is the almost simultaneous appearance in the English reviews of two articles in which the whole question is discussed at length. In the last number of the *International Review of Missions* Dr. RICHARD WILHELM writes on "The Revolution and Religion in China," and to the November number of the *Nineteenth Century Review*, Mr. R. FLEMING JOHNSTON, District Officer at Weihaiwei, contributes an article on "The Religious Future of China." These two students approach the subject from different standpoints; and additional interest is given to the coincidence from the fact that they both write from the same Province—Shantung, which is peculiarly bound up with the Confucian tradition. Dr. WILHELM regards the question from the standpoint of the missionary and with a view to ascertaining the position that Christian missions will occupy under the new régime. He first traces the reasons for the connection between the revolutionary leaders and Christianity, which exemplifies itself in the number of Christians among the officials of the Republic and the famous request for prayer of the Cabinet last May. "The compulsory veneration of Confucius in Government

schools (under the Manchus), where it was rigorously carried out, made it impossible for Christians to become teachers or students in these schools. Christian pastors were treated like the Buddhist and Taoist monks and excluded from participation in political life. As a result of this the Christians were driven into the arms of the opposition, where they received a cordial welcome." He then examines the probable effect on Confucianism of the advent of the Republic, and his conclusion is, broadly, that the system is so closely bound up with the Imperial idea and the patriarchal conception of the State (though he recognizes that political changes may bring about a reaction and invalidate his conclusions) that it must decay under the Republic: "The result of the Revolution is the collapse of Confucianism as a State religion. The Confucian hierarchy necessarily culminates in the Emperor as the mediator between the people and Heaven. . . . In a republic this religious basis of the State is obviously impossible." "Confucianism, the religion of China, has been found completely wanting in this crisis." Nor is it only in its function as a political force that Dr. WILHELM sees danger ahead for Confucianism; in its social aspect also he apprehends its decline, and even prophesies its ultimate extinction unless it organizes itself as a religious system: "The religious bodies to obtain State recognition must adopt a constitution like an ordinary association. The obvious model, under these circumstances, is the Church. . . . They (Confucianists of the old school) take the view that Confucius and his teaching are the possession of humanity and cannot be confined within the framework of an ecclesiastical body. If, however, the Republic should prove to be permanent, the time will come when Confucianism must either organize itself as a Church, or become a mere historical relic. It is manifest that this situation offers a great opportunity to the Christian Church." But Dr. WILHELM is, at the same time, not blind to the special difficulties that will confront Christian missions. Of these he enumerates three; the essential opposition between denominationalism and the Chinese demand for unity; the movement for a Chinese national Church and the danger of a premature casting off of foreign aid; and the failure of missions so far to make much impression on the literary classes, who will always wield a great influence. His final conclusion is: "We may say that this situation created by the Revolution in China is in no sense final, and while it is impossible to foretell with certainty what political conditions will ultimately result from this movement, recent events have been an instrument in the hand of God to prepare the way for a new and large expansion of Christianity." Mr. JOHNSTON agrees with Dr. WILHELM in laying emphasis on the opposition between the spirit of nationalism in China and foreign-organized and foreign-controlled missions and churches. Both writers, too, seem to endeavour to steer clear of the vexed question whether Confucianism is or is not entitled to be called a religion—as Mr. JOHNSTON points out, the answer depends altogether "on the significance attached to the word 'religion.' For the rest, Mr. JOHNSTON is very sympathetic towards Confucianism, and justly deprecates the unreasoning condemnation that it has before now received at the hands of imperfectly informed missionaries. Here, again, much depends on definition, for it is hardly necessary to point out that there are, even among scholars, varying conceptions of what should be included under the heading Confucianism; moreover, as Mr. JOHNSTON recognizes, missionaries who have made a study of the subject are unanimous as to the stores of moral and ethical teaching of the highest kind that are the essence of the Confucian literature, and as to its immense value for China. Mr. JOHNSTON's sympathies do not, however, blind him to the inadvisability of the adoption of Dr. CH'EN HWANG-CHANG's proposals. He dwells on the modern tendency against the establishment of State religions, and shows that such a step in China would facilitate schism between the eighteen Provinces and the non-Confucian regions that fall under the rule of the Republic. "The arguments in favour of a negative decision are undoubtedly very strong," and it is to be hoped that pro-Confucian enthusiasm will not cause them to be lightly set aside. A couple of quotations will fairly represent his conclusion: "The question as to whether China shall have a State religion is entirely subordinate to the much more important question as to whether the Chinese civilisation is to be built up anew on a Western basis or whether its foundations are to remain Confucian. Is the fire of Chinese culture to be left undisturbed in its native soil, from which there is no reason to believe it has ceased to draw

nourishment, or is it to be forcibly transplanted to an alien soil in which it may languish and die?" "He (the true friend of China) will not fail to recognise that in the principles of Confucianism the civilisation of China possesses a moral and spiritual basis which will bear comparison with any possible substitute, and which is likely to prove fully adequate for all the constructive or reconstructive requirements of the future. He will probably be of opinion that the complete separation of religion from politics is a wise principle as a general rule, and that careful consideration should be given to the possibility of preserving Confucianism intact without making special provision in the written Constitution for its maintenance by the State; but he will feel that if Confucianism can be preserved from decay or disintegration in no other way, then it would be far better to establish it as part of the constitutional law of the land than to allow the Chinese people to run the risk of forfeiting the moral and spiritual inheritance of their race for the sake of maintaining a constitutional principle apart from the efficacy of its practical results." We have endeavoured to set forth the arguments and conclusions of Mr. JOHNSTON and Dr. WILHELM, as far as possible, in their own words. We fully recognize that religious questions are best handled by specialists, and do not presume to judge between the diametrically opposed views presented by these two writers. There is one respect in which, however, they both seem to go astray—both of them expect the political changes that have taken place in China to have a great influence on the daily life of the people, but all experience would indicate that the overwhelming majority will be totally unaffected. Dynasties rise and fall, but the daily round goes on unchanged; and even were Confucianism established as the State religion, it is not to be expected that the act would make the least difference to any but a select handful of the people. Where the establishment of the Republic will make a difference is in the greater freedom that propagandists of every sort may expect to enjoy, and in so far as at present the most numerous and most influential of these are the missionaries, it may be that their hopes of a larger measure of success under the Republic are not altogether without foundation.

A thief stole two bundles of hemp twine valued at \$70 from Wing Lok Street Wharf on Wednesday.

A carpenter employed on the tug boat *David Gillies* fell off the Wharf at the Kowloon Dock, on Wednesday, and was drowned.

A Chinese boiler-maker has been conveyed to the Tung Wah Hospital suffering from injuries to his head sustained through falling from the second floor of a house in course of erection.

The Great Northern steamer *Minnesota*, which took ground on a sandbar entering the Straits of Shimonoseki, was refloated at high tide. She was undamaged and proceeded on her voyage.

A man named Lee Ye, living in Ko Shing Street, has been sent to the Government Civil Hospital suffering from injuries caused by being knocked down by an electric tram in Des Vœux Road West.

A servant boy, residing in the new quarters at the Cotton Mills in Causeway Bay, states that during his absence the premises were entered and a basket containing \$35 in money and some clothing was stolen.

First-Class Petty Officer Burney, of H.M.S. *Newcastle*, has complained to the authorities that some person entered the Chief Engineer's office on board the ship and stole a silver watch and chain, valued at \$50.

A passenger on the Japanese steamer *Daigi Maru* has complained to the authorities, through the medium of the Chief Officer of the vessel, that whilst the vessel was on the high seas a thief entered his cabin and appropriated 230 yen.

A report was current in the Colony yesterday that the British steamer *Mitell* had gone ashore whilst on a trip from Bangkok to Hongkong. On enquiry at the Charbonnages Co.'s office we learnt, however, that this was not the case. The steamer left Bangkok on the 13th ult., and was due at Hongkong on the 19th or 20th, but she apparently encountered heavy weather and had to make for Tourane. It is conjectured that she exhausted her coal and had to run into Tourane to replenish her bunkers. She was expected to leave Tourane yesterday, and to arrive in Hongkong on the 6th or 7th inst.

No less than seventy legal tomes were referred to by Counsel engaged in the Sotto case at the Supreme Court yesterday, in elucidating the many legal entanglements which arose. They obscured Counsel's table, while the desk immediately in front of the Chief Justice was strewn with ponderous law-books and authorities.

While a fishmonger was out in his boat off Sai Wan Ho Market early on Wednesday morning, a fishing boat, of about 10 piculs capacity, was rowed alongside his dinghy by three men. One man seized him by the jersey, while another took off his jacket containing \$25 in money, and also his silver girdle chain, with a dollar piece as button attached. The robbers then overturned his boat, and went off in the direction of Mautokok.

An elaborate programme has been issued at Macao for the forthcoming celebrations of "the centenary anniversary of the peace granted by the Emperor Constantine the Great, to the universal Catholic Church," which are to be held in Macao on the 8th instant, being also the feast of the Immaculate Conception. A High Pontifical Mass will be officiated by His Lordship D. Joao d'Azevedo and Castro, Bishop of Macao, during which the "Papal Blessing" will be given. In the evening a grand Procession will make the usual processional tour; and a special sermon by the Very Rev. Dr. Gomes, Rector of the St. Joseph's college. There will be illuminations at the Cathedral and Orphanato College, as well as at the private houses in town. Three banquets will be in attendance during these festivities.

WEDDING AT ST. JOHN'S CATHEDRAL.

Yesterday morning at St. John's Cathedral, the marriage was celebrated of Miss E. M. Harle to Mr. C. F. J. Quarles van Ufford, of the China-Java-Japan Line, the Rev. V. H. Copley, Moyle, Chaplain of the Cathedral, officiating. The bride looked charming in a dress of white satin and mignon and wearing a wreath of orange blossoms. Her bridesmaids were Miss V. Hickie (niece) and the little Misses Marybud Hancock and Edie Biers, in dresses of white and pink. Mr. S. D. Hickie (her brother-in-law), gave the bride away, and Mr. F. Rantoff attended the bridegroom as best man. Mr. Denman Fuller, the organist of the Cathedral, played the Wedding March, and the bells were rung as the happy couple left the Cathedral. A reception was held at "Montpelier," Queen's Gardens, and Mr. and Mrs. van Ufford left for Macao by the afternoon steamboat on their honeymoon.

A MASONIC PILGRIMAGE TO THE EAST.

FORTHCOMING VISIT OF 200 SHRINERS.

When the Great Northern steamship *Minnesota* makes her next voyage to the East she will have among her passengers a party of 200 Shriners—a Masonic body which has a membership in the United States and Canada of upwards of 190,000. The object of this pilgrimage is to confer the Shrine degrees on a large number of novices in Manila.

All the first-class accommodation on the *Minnesota* has been taken by the party for the voyage. She will leave Seattle on December 30th. The ship will stay four days in Manila and is scheduled to arrive here on February 2nd. Those of the party who desire to remain longer in Manila will be able to do so, and by crossing over from Manila on the smaller steamers will be able to rejoin the *Minnesota* here before her sailing date, which is fixed for February 12th.

Parser Henderson of the *Minnesota*, who is a Shriner, has undertaken to interest Masons in Hongkong and other ports in extending courtesy and attention to the party.

LEAGUE CRICKET.

CIVIL SERVICE V. H.K.C.C.

The following will represent the H.K.C.C. in a league match against the Civil Service C.C. to-morrow on the H.K.C.C. ground, commencing at 2 p.m. sharp:—R. Hancock (Capt.), R. N. Anderson, C. C. Clarke, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. C. E. Elborough, R. Kennedy, S. S. Moore, T. E. Pearce, and R. P. Thursfield.

The following have been selected to represent Kowloon in their match with Craigengower at Happy Valley on Saturday, at 2 p.m.:—J. P. Robinson, W. E. Dixon, F. J. De Rome, B. D. Evans, K. R. Macaskill, W. T. Elson, H. S. Rouse, J. H. Mead, Capt. W. A. Hagger, W. L. Weaser, and A. R. F. Raven.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE QUESTION.

MR. ASQUITH'S OFFER.

LONDON, December 4th.

Lord Haldane, Sir John Simon, and Mr. Herbert Samuel, speaking at different meetings in the country last night upon Home Rule, all made conciliatory speeches, and earnestly affirmed that Mr. Asquith did not withdraw at Leeds the offer he made at Ladybank.

Lord Lansdowne, speaking at Glasgow, said a settlement based on the exclusion of Ulster would be most unsatisfactory. The Unionists of Ireland had no reason to desist from the preparations they were making, and Unionists in Scotland and E. England should give them all the encouragement they could.

Lord Lansdowne uttered a grave warning in regard to the urgency of the Irish position, which, he said, it was impossible to obscure by the Land Campaign. Unionists certainly did not desire to avoid a discussion on the land question, but it was curious that although the question had been before Parliament for eight years, the Government had neglected these most practical matters. Instead, they had attacked a harmless Church, and had jerry-mandered the constituencies in an attempt to break down the Union and the Constitution.

RAILWAY STRIKE IN WALES.

SEQUEL TO DUBLIN TROUBLE.

LONDON, December 4th.

As the result of the dismissal of a driver at Llanelly for refusing to handle Dublin goods, several hundred Great Western Railway employees in Wales have struck, in spite of the manifesto of the National Union prohibiting a sympathetic strike. An extraordinary incident occurred at Pen-y-rag, four hundred colliers refusing to travel by a "black-leg" train. They also stoned the driver. The latter harangued with the men, pointing out that as a Trades Unionist he was to work the train, as the Union forbade the strike.

THREATENED POSTAL STRIKE AT CHRISTMAS.

LONDON, December 4th.

A Christmas strike of the postal officials and telegraphists is threatening. The Men's Union announce that they are determined to force the issue, and to insist on increases of 15 per cent. in their pay.

THE SITUATION IN MEXICO.

HUERTA'S RULE CRUMBLING.

NEW YORK, December 4th.

A telegram from Juarez states that the backbone of General Huerta's rule in the North seems to be broken.

Seven Federal Generals have sent a commission to discuss terms of peace with General Villa.

The latter assured the Commission that he would garrison Chihuahua and protect all classes of the population.

WASHINGTON, December 4th.

The State Department learns that Huerta is unable to pay the troops, hence an early crisis is expected. Washington representatives have passed a Bill for raising Volunteers in time of war.

BIG HOTEL FIRE IN AMERICA.

BOSTON, December 4th.

In a fire at the Arcadia, a working-class hotel, 25 persons were killed. Others are missing, and scores have been conveyed to hospital suffering from burns and injuries through jumping from the windows.

ORIENTAL EMIGRATION TO CANADA.

RESTRICTIVE LEGISLATION TO BE INTRODUCED.

LONDON, December 4th.

In consequence of the recent judicial decisions, the Canadian Government intends introducing in the next Session, legislation restricting Oriental emigration into British Columbia.

M.C.C. IN SOUTH AFRICA.

EAST LONDON, December 4th.

The M.C.C. cricket team defeated the Border by an innings and 132 runs.

[THROUGH REUTER'S AGENCY.]

THE ZABERN AFFAIR.

STORMY TIME IN THE REICHSTAG.

BERLIN, December 4th.

In the Reichstag, the Chancellor replied in vigorous language to attacks regarding the Zabern affair. He declared that the Lieutenant concerned had been reprimanded, but the Alsations should not be over-sensitive. Even if the Colonel had no right to clear the streets and confine the captives in a cellar, it was the duty of the Army to defend the honour of the Kaiser's uniform. He announced that efforts were being made to reconcile the civilians and the military at Zabern.

The speech was subjected to stormy interruptions.

The Minister for War, Herr Falkenhayn, had an even more stormy reception. In his speech he asserted the necessity for maintaining the Army's regard and honour. Young officers, he said, must be protected, even if youthful exuberance sometimes went too far.

Herr Ehrenbach, on behalf of the Centre, expressed the gravest dissatisfaction at the statements of the Ministers, which had caused bitter shame. He warned them that indignation at the occurrences in Zabern was universal in Germany.

Herr Vancalker, a Strasburg National Liberal, said that after sixteen years' work for the conciliation of the Alsace, he could cry over the action of the military authorities in undoing the work of years.

The resolution of the Radicals, affirming that the treatment of the affair by the Chancellor was not in accord with the view of the Reichstag, is supported by all parties except the Conservatives.

BY AIRPLANE TO CAIRO.

ANOTHER FRENCH ASPIRANT.

LONDON, December 4th.

The French aviator, Vedrines, arrived at Belgrade after a flight across Hungary. He will take up the attempt of the other French aviator, D'Aucourt, to fly to Cairo. In the course of an interview the aviator said that he intends to fly via Palestine and India, and across the Archipelago to Australia.

FALL OF FRENCH GOVERNMENT.

PARIS, December 4th.

Most of the papers deplore the fall of the Barthou Ministry as representing the patriotic policy inaugurated by M. Poincaré, when he was Premier. They point out that that M. Caillaux and the Radicals were the chief intriguers against the election of M. Poincaré as President.

A ROYAL HONEYMOON.

SIGMARINGEN, December 4th.

King Manuel and his bride have left for England.

SMALL-POX IN AUSTRALIA.

SYDNEY, December 4th.

There is a recrudescence of small-pox. Eight families are affected at Leichardt.

THE PARIS BOURSE.

PARIS, December 4th.

At the opening of the Bourse, Renten declined 14, but subsequently recovered fractionally.

SUICIDE AT SOERABAYA.

Mr. A. Paets tot Gansviken, Chairman of the General Syndicate of Sugar Factories in Netherlands India, committed suicide at Soerabaya, at 4 a.m. on the 12th ult., by shooting himself through the heart with a revolver. He left a letter expressing the wish that his funeral might be a quiet one and that nobody might be present. He was buried the same day, the time of the funeral being kept secret. The deceased was a prominent personality, who interested himself for the public welfare, and a great deal of his busy life was devoted to public affairs. In sugar circles especially he was highly respected for his energetic work and continual striving to promote the interests of the sugar industry. As a member of Soerabaya Municipality, Mr. Paets also performed work which showed his gifts as a speaker and organiser. Mr. Paets had been 25 years in Java. He first established himself in Soerabaya as an advocate and soon made a name for himself. A few years later, he was appointed to the post of Crown Advocate. Shortly after this he was elected President of the Sugar Syndicate, in which capacity he was recognized as a man of exceptional merit. He was for some years Chairman of the Chambers of Commerce and was also an official in several undertakings. He received two decorations from the Government. He was Knight of the Order of the Netherlands Lion and was an officer of Orange Nassau.

SUPREME COURT.

Thursday, December 4th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE
(SIR WM. REES DAVIES, K.C.).

THE CASE OF VICENTE SOTTO.

The case was resumed in which Vicente Sotto claims \$500 from Thomas Carey Welch, Assistant Executive Secretary of the Philippine Islands, and John B. Soto, for alleged improper imprisonment.

Continuing his defence, Mr. Sharp, at the outset, asked his Lordship's consideration of the Canadian case of Harkins, and read portions of the judgment.

In reply to his Lordship Mr. Sharp said he took the point that *Habeas Corpus* did not apply in extradition, although he was not putting any emphasis on that.

His Lordship—You also take the point that the Act does not apply to the Colony?

Mr. Sharp—Certainly, but your Lordship will understand that we are not emphasising that point particularly. He went on to state that the Full Court did not say there was no evidence in the case against Sotto, but that the papers were not certified, and that they therefore could not go on. Yet the matter, he contended, could be re-agitated on the same evidence. The fact that the papers were not authenticated did not decide the whole question, and was not a bar to further proceedings. Counsel also referred to an American extradition case which was decided by the Ashburton Treaty of 1842. The person tried was discharged by order of the Executive, on the ground of insufficiency of evidence, and the judgment went to show that he could be again arrested for the same offence, and compelled to submit to a second examination.

His Lordship—That is your case here?

Mr. Sharp—Yes, but not on the grounds that the evidence was insufficient, but that the evidence was improperly admitted; the Full Court said that the Magistrate should not have admitted certain evidence because it was not properly authenticated. We say that was no bar, and that is "conceded" law. In all these cases extradition proceedings are taken on the same evidence, if a man is re-arrested, in the same way as they would be taken if he was criminally charged. Formal and technical defects in the presentation of the case constituted no bar. He went on to remark that Sotto was discharged on the ground of informality in the proceedings, but that that did not decide the real question. Whether Sotto was committed for the offence of abduction or no the Full Court had not inquired. He said:—"You have put papers before us which we cannot open." The merits of the case were, "Has Sotto been convicted of an extraditable offence in the Philippines?" and that question had not been decided by the Full Court.

In reply to his Lordship, Mr. Sharp said that he used the word "convicted" in reference to the offence in the Philippine Islands.

His Lordship—And was the evidence before the Magistrate such as to justify him in holding that there had been a conviction in the Philippines?

Mr. Sharp replied that that was exactly the point. Because the papers were not properly authenticated that only closed the case for the time being. There was not a particle of evidence in the authorities which had been quoted to show that a man charged, and then released on the ground of unauthenticated papers, if when the documents were revised, that he should go unpunished. The Full Court had not said that the evidence, if corrected, would not be satisfactory. And the papers were only refused because they were improperly pinned together, and there was the possibility of sheets being either put in or taken out. That was the first ground for the discharge. The second was that the political position of the Philippine Islands as regards the United States was not proved. That was to say: the Full Court said it was not placed in a position in which it could decide whether the Governor-General of the Philippine Islands or the Consul-General of Hongkong was the proper person to make requisition. If the political relations of the Philippine Islands were of one character, the proper person to make requisition was the Governor-General. If they were of another character, the proper person would be the Consul-General of Hongkong, and the Full Court said they could not decide that. Mr. Sharp contended that the Full Court had no jurisdiction to go back upon the recognition of the Governor as they had done in that case. Counsel concluded by saying that not only did he contend that the section of law quoted by Mr. Slade did not apply to that case, but that the whole

Act from which the section was taken did not apply to Hongkong, and if the Act was not in force then the provisions did not apply in that case. The principle his Lordship had to apply to that case was this: whether on old statute is applicable to a new Colony. His Lordship had to consider the original reasons for passing the statute, and the special abuses, if any, it was intended to meet. Upon that ground his Lordship had to consider the question of the applicability of an old statute, like the one quoted, to a new Colony.

Speaking on behalf of Mr. Welch, Mr. Potter said he would avoid going over the ground covered by Mr. Sharp as far as possible. His first point was that, assuming that the *Habeas Corpus* Act did apply to that Colony, and assuming also that it applied to extradition cases, he would submit that it would not refer to that particular case. His submission had authority for, and not authority against, it. The *Habeas Corpus* Act only applied in the case of a person released on bail being re-arrested while he was on bail, in respect of the same charge. There was another case to which the Act referred; it dealt with a felon, who was not bailable, being let out of custody if he was not brought to trial at the then proceeding assizes. The whole Act was passed for effecting the release of people who were in custody on bailable offences, and preventing the re-arrest of the same person, while he has been allowed out on bail, on the same charge. There was no doubt but that that was the object of the Act. It did not in any way detract from the safeguarding of the liberty of the residents in a British Colony. They had their remedy in the Common Law writ of the *Habeas Corpus* Act. The people covered by section 6, to which Mr. Slade had referred, were those who were bound by recognisance to appear at a Court, or people having the jurisdiction of any Court. They had found no case to cover the case of any man being re-arrested once he had been let out on *Habeas Corpus*. If they let a man out on bail, and got him back again for the same offence, they were acting in a proper manner. That was "re-arresting commitment," but he should not be brought back by anyone except the Court having jurisdiction over him. A person could be brought back in an unlawful manner by re-arresting him and taking him back for the same offence, and in a lawful manner by the Court having jurisdiction over him, who could say, "You must come back and stay in gaol until the time of your trial arrives." Section 6 alluded to the very cases which were covered by the Act, because the Act itself did not purport, on the face of it, to deal with every possible case. There was no reason at all why section 6 should cover every possible case, but there was every reason why it should be cut down, as it was cut down, to cover the actual cases dealt with by section 3.

Mr. Potter submitted that there was no authority which supported Mr. Slade's contention that by virtue of section 6 of the *Habeas Corpus* Act he could claim \$500. They could carry such an argument to an absurdity. If they took it literally, then every person who was re-arrested was entitled to \$500. "We are in the air all the time," added Mr. Potter, "we are dealing with a dictum which no Court has accepted. Counsel for plaintiff was trying to suppose a possible case." Later he remarked, "The main plank of the plaintiff's case rests upon the dictum of Lord Justice Melhuish, which has never been accepted by any Court yet. It is difficult to conceive a more shaky plank upon which to come into Court and claim \$500, a dictum upon which no judicial approval could be found. On the contrary, it has been doubted by the late Lord Chief Justice and the present Lord Chief Justice. And if it has been put forward in Court it has always been treated with grave doubt." Dealing with his second point, Counsel said that assuming the dictum of Lord Justice Melhuish was sound law, no matter what the law was, Sotto could be re-arrested and re-tried on that self-same charge. It was clear, if that was so, that there was an end to that action, and if they were right in re-arresting him, and getting him re-tried, he could not recover \$500. In the case of the making of a preliminary investigation in this Colony, where a man was charged with an indictable offence, if the Magistrate was acting without jurisdiction, the person could be tried again, no matter whether he got out of prison by *Habeas Corpus* or not.

Mr. Potter proceeded to quote a number of authorities, the hearing being subsequently adjourned until this morning.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
GOMPERTZ (PUNISH JUDGE).

A WEAVER'S LOT.

Ho Kwan v. The Mee Lee shop, Ho Suk Ki (a partner therein).

The claim was for \$17.99, being balance of wages due by the defendant to the plaintiff, along with costs of the action. Mr. C. A. S. Russ (from Messrs. Goldring & Russ) appeared for plaintiff, and explained that plaintiff was introduced by a third party—a weaver—to the defendant, and it was agreed that he should be paid by the piece. He was to make at least eight singlets each day, for which he would be paid at the rate of 5 cents each. Before the contract was consummated, the parties agreed that it would be better if plaintiff was hired by the month, and accordingly he would be paid \$8 per month. He commenced work on 15th February, and on the 15th September the contract was determined. Defendant told plaintiff that if he wanted to stay on he would have to accept \$8 per month. Plaintiff refused, and thereupon left his employment. Up to then \$46.81 had been paid to plaintiff. Plaintiff stated in his evidence that if he failed to make eight singlets in the day three cents was deducted from the amount he earned.

After hearing evidence, judgment was given for the defendant, with costs.

SERIOUS CHARGE AGAINST A SHIP'S STEWARD.

At the Magistracy yesterday before Mr. J. R. Wood, a Chinese who was formerly chief steward on the *Loongang* was charged with being in possession of 4,000 taels of opium, to the value of \$25,000, on board the *Loongang*, the same not being on the ship's manifest.

Mr. R. O. Hutchison (Superintendent of Imports and Exports) prosecuted, and Mr. C. Willson (of Messrs. Stephens & Willson) defended.

Revenue Officer Wilden first gave evidence of arrest. He apprehended the defendant at 7 a.m. on the 25th November, in his bedroom at No. 8, Lan Kwai Fong.

John McAnish, Chief Officer of the *Loongang*, deposed that he last saw the defendant on the morning of the 22nd ult. on board the ship. The ship left at 4 p.m. for Manila, but defendant did not make the journey, and witness did not see him after eight o'clock on the morning of the day of sailing. Defendant was not present for the medical examination of the passengers and crew.

Revenue Officer Wilden and other officers came on board that morning at about 10 o'clock, and witness assisted them to search the ship. The door of the wine and spirit store was locked, and witness asked repeatedly for the chief steward, who kept the key, as it was his own private store, but he was informed that the steward had not returned from shore. As the defendant did not turn up, and as they were unable to obtain a key to open the door, witness burst the door open. Inside the store were found four large cases, containing opium. There were two locks on the door, one being the steward's private lock, and the other the ship's lock, which was rarely used by his knowledge. This lock was not turned, and the door was held by the private lock. Had the cases been brought on board openly, they would have had to pass through witness's hands, as he would have to sign for them. He did not see these cases brought, nor did he sign any permit for them. Witness would know whatever was on the ship's manifest, and there was no opium on the manifest for that trip. The defendant was in charge of the store, and all inside was his private property.

In cross-examination by Mr. Willson, witness said there were altogether 13 stewards on the ship, including cooks and everybody. The defendant was very frequently ashore in Hongkong. He could go ashore practically when he liked, on the pretext that he had business to attend to. If any of the officers wanted a drink whilst the chief steward was ashore, their boys brought it. The boys would get it from one or the other in charge. They would not get it from the store, however, but from the pantry. The materials in the store composed a sort of surplus stock. He could not say if the defendant took the private key ashore with him. It would not happen, while the boat was in the Colony, that something would be required from the store while the steward was away. There was no No. 2 steward on board the vessel, but the chief steward might appoint a man whom he could trust to carry out his work while he was ashore. Witness asked all the boys for the private key of the store on the 22nd, and searched for it, but could not obtain it. When he asked the boys for the key, he could get no satisfaction from them. It was compulsory for the crew to be medically examined on sailing days. On the trip to Manila, in the absence of the defendant, another chief steward was appointed by the Captain. With the exception of two, they had now an entirely new "crowd" of stewards on board.

Other evidence was called for the prosecution, and at the close Mr. Willson contended for the defence that his client had no knowledge that the opium was stored in the store-room on the ship. His Worship intimated his intention to convict, and Mr. Hutchison then pressed for imprisonment without option, declaring that in view of the value of the opium, the maximum fine (\$25,000) would be absurd.

His Worship sentenced the defendant to six months' hard labour, without the option of a fine.

DOCTOR'S EARLY CALL.

There is a story current about a well-known London doctor (says the *World*). About three one morning he was rung up by a wealthy patient and begged to come over at once.

Turning out of bed he rushed off, expecting to find the man in *extremis*. Imagine his surprise at finding ushered into a dining-room where a gay supper-party was assembled. The first remark made to him was, "Oh! Doctor, I am so glad you have come. We wanted you to settle a bet as to exactly where the diaphragm is." He not only told them where the diaphragm was, but a good many other things, in very plain English.

The patient tried to mollify him by asking his fee. Still furiously angry, he named a staggering one, which, to his surprise, was paid on the spot. He is still hardly mollified, and those of his patients who go to consult him are told it is not tactful to begin by saying, "Can you tell me, doctor, where my diaphragm is?"

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, December 2nd.

FIREARMS IN A PAGODA.

Of late quite a number of illicit quarters have been established by rebels in Canton, but owing to the activity of the detectives it is said there is now scarcely any place where they can feel themselves safe in holding secret meetings. Nevertheless their efforts do not appear to have ceased. A detective, having had information that the Luk Yung monastery was used by some rebels as a place for storing arms, raided the place a few days ago. Over 10 Mauser pistols and \$40,000 in Hongkong bank-notes were found on the top of the Pagoda. None of the rebels said to have been hanging about the monastery could be found; and the monks, being afraid of any possible trouble, all bolted.

ARRESTS AT THEATRES.

Precautionary measures are still being taken by the authorities. The police have instructions to thoroughly inspect and search all dwelling houses in and outside the city, and the detectives have been directed to particularly keep an eye on all suspicious figures at hotels, boarding-houses and theatres. At one o'clock yesterday morning, a detective who was followed by a number of soldiers, arrested at the Hoi Chi theatre three persons who are reported to be rebels. At the same time two men, who are said to be notorious pirate chiefs, were also arrested at the Kwong Mo Toi theatre. It may be added that it was only the night before that a similar arrest was made at the latter place.

CANTON, December 3rd.

A LOAN REQUIRED.

The Commissioner of Finance, Mr. Im Ka Chue, has been busy in Hongkong negotiating with the leading Chinese merchants in connection with the contemplated loan of \$10,000,000 for the purpose of maintaining the value of the paper currency. In a telegram to the Civil Administrator, he suggests that the sum of \$4,000,000 be borrowed from the Hongkong merchants at 6 per cent. per annum. This accomplished, he will proceed to Macao, to raise another \$2,000,000 at the same rate of interest. The remaining \$4,000,000 also to bear the same interest will be raised in Canton. The standard currency of the loan will be subsidiary coinage and the loan itself will be repaid in four half-yearly instalments.

THE BOARD'S REPLY.

It has already been reported that the authorities have wired to the Central Government for a remittance of \$10,000,000 in order to re-establish the Exchanging Bureau. A reply from the Board of Finance has reached the Administration Office stating that "hopeful conclusions have been reached with the American Minister in Peking for a loan," and that an order has been placed with a firm in America to print a fresh issue of notes to the total face value of \$60,000,000, in five denominations, for redeeming the bills at present in circulation. The new notes will be shipped to Canton on the 1st of March, 1914.

SUPPRESSING THE SUFFRAGETTES.

A telegram has been received from the Board of Education ordering the dissolution of all organizations or bodies that have female suffrage as their object.

COMPANY MEETING.

HONGKONG AND SOUTH CHINA
STEAM FISHERIES, CO., LTD.

An extraordinary general meeting of this Company was held yesterday morning at No. 4, Queen's Building, for the purpose of confirming a resolution recently passed at an extraordinary meeting.

Mr. J. A. Plummer (Chairman) presided, and there were also present:—Mr. J. W. C. Bonnar and Mr. Lo Shiu Hoi (Consulting Committee), Messrs. J. Rocha, J. M. Rozario, Yung Kwok Choi, Wa Tsze Wan, Fung Sum Kun, Loi Tsze Fai, and Tam Keng Yun, with the Secretary (Mr. F. Bevington).

The Secretary having read the notice convening the meeting and the under-mentioned resolution.

The CHAIRMAN said:—This meeting, as you are aware, is entirely formal, and is called to confirm the special resolution which you have just heard read, and which was passed unanimously at the last extraordinary meeting held on 18th November. I have nothing to add to the remarks I then made, and all I have now to do is to ask you to confirm the resolution. If any shareholders have any questions to ask I shall be pleased to answer them to the best of my ability before putting the resolution to the meeting.

There being no questions, The CHAIRMAN proposed:—"It is resolved that the capital of the Company be reduced from \$150,000 to \$90,000 by reducing the par value of the shares from \$10 to \$6 each."

Mr. J. W. C. BONNAR seconded, and the motion was carried.

The CHAIRMAN—That is all the business gentlemen. I thank you for your attendance.

THE MAGISTRACY.

A woman who was charged with depositing rubbish in the street, in reply to a question asking for her name, said she had forgotten it. She did not know what name she gave at the Police Station. (Laughter). She was fined \$2.

Eleven mafios were nicely caught by Sergt. Pitt in a loft at Kennedy's Stables whilst intent on a game of chance. One of the men, in an endeavour to avoid arrest, jumped from the loft into the stall, and received injuries to his head and face which necessitated his removal to hospital. The other gamblers were each fined \$3.

A woman named Chan Ut Ho was charged with the larceny of a gold pendant, set with pearls, and valued at \$250, from a man in a house at West Point. Mr. C. Farebrother Mason defended the woman, and applied for bail. This was opposed by the police, it being stated that the woman was caught in the act of pawing the pendant. Bail was refused, and the case remanded.

An old Chinese, with a wizened face, dolefully stated, in reply to a charge of returning from banishment, that he was walking along the street when the police recognised him very luckily, and he was caught. (Laughter.) Mr. Wood sentenced him to twelve months' hard labour, and ordered him to be exposed in the stocks for four hours.

Before Mr. J. R. Wood, a houseboy employed by Mr. Basil Croucher at No. 3, Colder Path, Kennedy Road, was charged with stealing \$32, the property of his employer. According to the evidence, the complainant had lost several sums of money, and on the evening of the 2nd inst. he took the numbers of five Hongkong and Shanghai banknotes and put them away. He also marked subsidiary coins to the value of about \$2. On the following morning the complainant found that one \$5 note was gone and also the coins. He telephoned to the police, and Sergt. Clark arrived soon afterwards. The Sergeant searched the boy's quarters, and found \$40 in notes in a carpet bag belonging to the boy, \$15 on his person, and \$5.20 in subsidiary coin lying exposed on the table. Among the notes was a numbered one which had been taken the previous night. A lot of other property was also found in the defendant's room. The defendant admitted stealing one \$10 and three \$5 notes only, and said the rest was his own property. He was sentenced to three months' hard labour and four hours' stocks.

The hearing was resumed before Mr. F. A. Hazeland of the case in which Mr. F. Reichmann, proprietor of the Grand Hotel, summoned two boys and a cook, formerly in his employ, for leaving his service without notice. The defendants brought a cross-summons, claiming a month's wages due, and a month's wages in lieu of notice. Mr. F. S. Dixon appeared for the complainant, and Mr. C. A. S. Russ was for the defendants. The No. 1 boy was cross-examined by Mr. Dixon yesterday, and in answer to questions said that the sum of \$3.50 was allowed him by the complainant for food, but he had not received any orders that he must not take food at the hotel. He had never taken food there more than once in a month. When Mr. Reichmann taxed him with stealing food, he told him that he had taken rice, but denied mentioning snipe. He did not persuade the other defendants to take out summonses against Mr. Reichmann, neither did he pay the fees for their summonses. The second and third defendants also gave evidence. His Worship dismissed the charge of leaving without notice, and awarded the defendants a month's wages each, remarking that although he did not consider that the complainant had given them notice, he made the order because he thought the boys went owing to Mr. Reichmann's threat to call in the police. He considered that Mr. Reichmann should not have made a remark like that openly. If he was going to send for the police he should have sent secretly.

HONGKONG FOOTBALL CLUB

(RUGBY SECTION.)

On Tuesday evening the Club entertained H.M.S. *Minotaur*, and an open, bright and most enjoyable game resulted in victory for the club by two goals, one try (13 points) to nil. From the kick off the naval men pressed and looked as if they were to score, but a break away by Claxton relieved matters for the Club and keeping up the pressure at length scored between the posts. Claxton converted his own try. Ding dong play was the order for the remainder of the first half, there being no further scoring. In the second half some fine passing between the Club three resulted in Claxton again scoring, he, however, failing to convert. From this point the *Minotaur* forwards took possession of the game, using their feet to great advantage, and tackling in grand style. The Club, however, pulled themselves together again, and another good passing bout amongst the halves and three-quarters ended in a score by Kenphorne, House converting. The club forwards showed great improvement in getting the ball away from the scrums, while the three-quarters and halves did well with the opportunities that came their way. The Club will hold a practice next Tuesday evening, and it is hoped that all Rugby members will do their best to turn out. It is hoped to play the first Cup game, versus the Navy, on 20th instant.

INTIMATIONS

HAS GOODS



OUR CONFIDENCE JUSTIFIED.

—We undertake to refund the Cost of any Article if any of our Customers are not satisfied, as we know how excellent our Goods are.

Such an offer could not be made if there was the slightest doubt about our Goods. All we ask is your inspection.

H. RUTTONJEE & SON,

WINE AND PROVISION MERCHANTS.

[81]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

From this

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

[41]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

THE OLDEST FIRM OF WINE AND SPIRIT MERCHANTS IN THE EAST.

CHAMPAGNES.

SHERRIES.

MADEIRAS.

MARSALAS.

PORTS.

CLARETS.

BURGUNDIES.

HOOKS.

MOSELLES.

WHITE WINES.

&c. &c.

[55]

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Dailying, &c., should be addressed to the Manager only, special business.

Advertisements on subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "Pessas."
Cable: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

KOWLOON BOWLING GREEN CLUB.

THE MEMBERS of the above CLUB will be "AT HOME" to members of the KOWLOON CLUBS and their Lady friends on Saturday, the 6th December, at 3.30 p.m. Prizes will be played and Prizes presented.
P. J. TAYLOR,
Hon. Secretary.
Hongkong, 5th December, 1913. [1397]

NOTICE.

HAVING been Appointed AGENTS in Hongkong for the Sale of the
**CELEBRATED
LIPTON'S TEAS.**
Purchasers are requested in future to send in all

COUPONS

to the Undersigned, who have been authorised to redeem same.

CRUZ, BASTO & CO.,
1, PRINCE'S BUILDING, HONGKONG.
Hongkong, 5th December, 1913. [1396]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE.

THE DIRECTORS of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., invite the Public of Hongkong to inspect the Company's New Steamer "TAISHAN" between the hours of 3 and 6 p.m. TO-DAY (FRIDAY), the 5th December. The Steamer will be berthed at the Company's Canton Steamers' Wharf.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 4th December, 1913. [1393]

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

THE MONTHLY COMPETITION is POSTPONED till 8th, 14th, and 15th December.
K. M. CUMMING,
Hon. Sec. R.H.G.C.
Hongkong, 4th December, 1913. [1395]

WANTED.

FURNISHED SITTING ROOM and BEDROOM, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.
Apply—
"BENEDICK,"
Care of "Daily Press" Office.
Hongkong, 20th November, 1913. [1345]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1388]

NOTICE.

WE HAVE from this Date handed over our Wine and Spirit Department to Messrs. MACWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.
Hongkong, 1st November, 1913. [1283]

NOTICE.

WE HAVE purchased the stock of Wines and High-Class Goods.
MACWEN, FRICKEL & Co.
Hongkong, 1st November, 1913. [1284]

KOMOR'S
ART AND CURIO GALLERY.

JUST RECEIVED: FASHIONABLE
SILK SCARFS

and
OPERA CLOAKS
designed by French and English Artists.

GENUINE TORTOISE-SHELL
ORNAMENTS.

POST CARDS
ARTISTIC HONGKONG VIEWS.
Inspection invited!

Please note that the address of Messrs. KUHN & KOMOR and KOMOR'S is ALEXANDRA BUILDINGS ONLY.
DES VOUX ROAD CENTRAL.
Hongkong, 22nd November, 1913. [1301]

PUBLIC COMPANIES

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATE No. 272, dated Hongkong, 21st March, 1911, for 50 Shares numbered 07996 to 08045 inclusive, Registered in the name of LAM HON KWAN, has been LOST or STOLEN, and should this Certificate not be produced to the General Managers before the 15th December, 1913, a New Certificate for the Shares will be issued and the aforesaid Certificate No. 272 will be thereafter treated by this Company as Null and Void.

BRADLEY & Co., Ltd.,
General Managers.
Hongkong, 21st November, 1913. [1353]

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares, Numbered 22671 to 22695 and 51166 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong, and Share Certificates for Thirty (30) Shares, Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be given that, unless the said Certificates be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 27th November, 1913. [1375]

INTIMATIONS

G. R.

SANITARY BOARD OFFICE,
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every Domestic Building or part of such Building within the CENTRAL Division of the City of Victoria, and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the Houses should be Lime-washed in respect of all the Walls of each Room, all Cabinets, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yau-mai service reservoir to the Northern Boundary of Kowloon.

Dated this 1st day of December, 1913.

W. BOWEN-BOWLANDS,
Secretary.

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 58 and 60, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. BATHONG & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Cheapest and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.
D. CHELLARAM.
Hongkong, 26th July, 1913. [307]

STOP! LOOK! LISTEN!

XMAS is Coming, and we have JUST UNPACKED for the Season—
LADIES' FASHIONABLE SILK NECK-WEAR, Best Variety Selection ever shown in Our Special Show Case.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Nearest Style Tweed and Showerproof Hats, &c., &c., &c.

Come Early before they are Sold Out.
HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET.
Hongkong, 26th November, 1913. [45]

WE are now making a preliminary display of
TOYS
FOR CHRISTMAS.

Come and inspect our Beautiful
DOLLS.

GRACA & CO.
PRINCE ST. (Hongkong Hotel Building),
Hongkong, 25th October, 1913. [1153]

INTIMATIONS

LANE,
CRAWFORD & Co.

NOW SHOWING

A NEW
SELECTION

OF

EIDER DOWN QUILTS.
IN
SATIN
AND
SATEEN COVERINGS.

ARTISTIC DESIGNS. ALL SIZES.

MODERATE PRICES.

LANE, CRAWFORD & CO.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & Co.

INTERCHANGEABLE RETURN

TICKETS ISSUED BY

TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED THAT TICKETS ISSUED BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONoured FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

PACIFIC MAIL S.S. CO.

CANADIAN PACIFIC ROYAL MAIL S.S. LINE.

TOYO KISEN KAISHA.

AUTOMATIC PISTOLS.

BROWNING

SCOTT-WEBLEY, & Co.

(Adopted by British Government).

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSEN & CO.

(MACHINERY DEPT.).

QUEEN'S BUILDING (opposite Star Ferry).

[1379]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... 1,250,000
Paid-up ... 925,000
Reserve Fund ... 415,000

BANKERS:
— BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [878]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager
Hongkong, 14th April, 1913. [133]

THE YOKOHAMA SPECIE BANK, LIMITED.

Authorized Capital ... Yen 40,000,000
Paid-up Capital ... " 30,000,000
Reserve Fund ... " 18,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:

Antung-Hsin ... Liao-Yang Ryoun
Calcutta ... London ... San Francisco
Bombay ... Los Angeles Shanghai
Canton ... Lyons ... Tientsin
Dairen (Dalny) ... Nagasaki
Fengtien (Mukden) ... Newchwang Tokyo
Hankow ... New York
Harbin ... Osaka
Houloin ... Peking
Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

ISHI ONO,
Manager.
Hongkong, 30th September, 1913. [404]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... 6,250,000
Reserve Fund ... " 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy ... Swatow ... Tainan
Anping ... Kobe ... Tamsui
Canton ... Nagasaki ... Tokyo
Foochow ... Osaka
Keelung ... Shanghai

HONGKONG OFFICE,
3, DES VOUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 38, Bishopsgate, E.C.

BRANCHES:—
Bombay ... Kobe ...
Calcutta ... Manila ...
Canton ... Mexico ...
Cebu ... Panama ...
Colon ... Peking ...
Empire ... San Francisco ...
Hongkong ... Shanghai ...
Hankow ... Yokohama

CAPITAL AND SURPLUS Gold \$7,200,000 equal £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [1230]

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (£2,500,000)
Paid-up Capital ... Fl. 17,407,000 (£1,400,583)
Reserve Fund ... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
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The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 3rd October, 1913. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds:—
Sinking ... \$15,000,000
Silver ... \$17,450,000

Reserve Liability of Proprietors \$32,450,000 \$15,000,000

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CHIEF MANAGER:
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MANAGER:
Shanghai—A. G. STEPHEN.

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For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 13th October, 1913. [18]

SPECIALITIES

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CORNEO BEEF.
CORNEO PORK.

PRESSED BEEF.
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

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[28]

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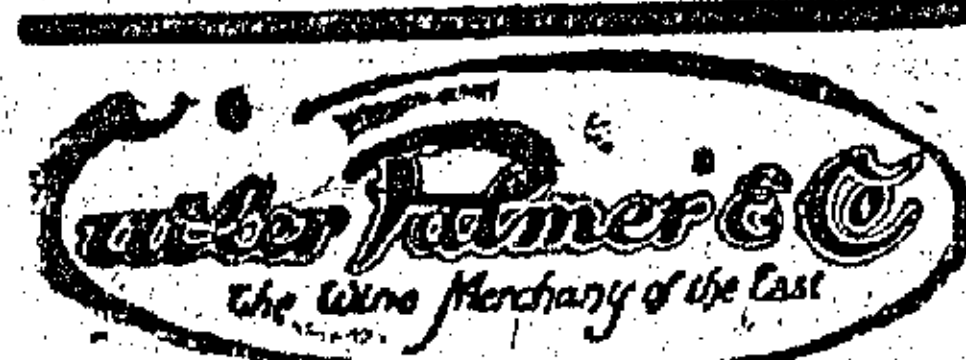
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TO LET

GODOWN, 94, Wanchai Road.
No. 153, PRAYA EAST.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st December, 1913. [65]

TO LET

OFFICE in ALEXANDRA BUILDING.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 22nd August, 1913. [985]

TO LET

N.O. 1 to 5, "AIMAI VILLAS," adjoining "OLDESLOE," Kimberley Road, Kowloon.
Apply to—
PATELL & Co.,
79, Wyndham Street, or
A. Addonahim, Architect,
44, Queen's Road Central.
Hongkong, 26th November, 1913. [1372]

TO LET OR FOR SALE

GODOWNS at 98, 98A, 99 and 99A, Praya East.
Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT CO., Ltd.,
Hotel Mansions,
Hongkong, 4th September, 1913. [1035]

TO LET

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [723]

TO LET

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vaux Road Central, the Premises now occupied by The South China Morning Post, Limited.
Possession, 1st May, 1914, or earlier.
FLATS, "WILD DELL," Wanchai Road, "HOMESTEAD," No. 45, Peak. Immediate possession.
Apply to—
SANG KEE,
Care of COMPASS DOCK DEPARTMENT, Hongkong and Shanghai Bank,
Hongkong, 28th October, 1913. [1093]

TO LET

MERION, Nos. 9 and 10, PEAK; Unfurnished, 6 Rooms. Cheap rental, from 1st December. Newly Painted and Colourwashed.
1, CAMERON VILLAS, No. 60, PEAK. To Let, Furnished, for 1 year from 1st May.
"ROGATE," Austin Road, Kowloon Unfurnished.
No. 68, PEAK, MOUNT KELLET (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET

(From 1st November, 1913.)
No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 2nd December, 1913. [64]

TO LET

Until 31st December, 1914.
SHOP and 1 ROOM, on 1st Floor of 5 Queen's Road Central.
Apply—
D. CHELLARAM,
33/40, Queen's Road Central,
Hongkong, 11th November, 1913. [712]

TO LET

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., Ltd.,
Alexandra Buildings,
Hongkong, 12th November, 1913. [1313]

THE CHINA MUTUAL INSURANCE CO.
INTERESTING ACTION AT SHANGHAI.

A case of considerable public interest is being heard in the Supreme Court at Shanghai. Lief Due, a Norwegian, is suing the China Mutual Life Insurance Co. for rescission of an insurance contract and the return of Tls. 420 premium on the ground that he was induced to enter into the contract by misrepresentation. The statement of claim set forth that in or about the beginning of March, 1911, defendants by one of their accredited agents suggested to plaintiff that he should insure his life with defendant Co., but plaintiff declined. About February, 1912, Charles Napier Lindsay spoke to plaintiff with a view to insuring his life, and again plaintiff refused on the grounds that it was freely rumoured in Shanghai that the company had been speculating on investing in rubber shares and that in consequence thereof he had not sufficient confidence in the company to become a policyholder. C. N. Lindsay denied the truth of such rumours, informing plaintiff that the funds of the Company were invested in real estate and referred plaintiff to the speech of J. A. Wattie as chairman of the defendant Co. at the 13th annual meeting on May 31st, 1911, and particularly to the following paragraph:—

"In view of the sensational drop in the value of rubber shares and rumours to the effect that this company is largely interested, I take this opportunity of stating that we never speculated in rubber shares and that the statement before you includes no loans made on the security of rubber shares nor any such shares owned by the company."

Plaintiff's case was that these statements were false and misleading.

The following extract from the report of the case is taken from the *Shanghai Mercury*:—

Mr. Douglas (examining Mr. Norman Thomson, one of the auditors of the Company)—Did the China Mutual own shares in the Cathay Trust?

Witness—Have I to answer that question?

His Lordship—Yes.

Q.—To what extent—what value in money. A.—75,000 shares at Tls. 10—Tls. 750,000.

Q.—Original allotment. A.—Yes.

Q.—Did they purchase any others. A.—Yes. A small amount.

Q.—When did they part with them. A.—They parted with them under a deed of arrangement.

Mr. Jones said that part of the case was proved. It was not necessary to go through to see when they parted.

Witness said the Company did hold them on 31st March, 1911, and they were included in the figure of Tls. 1,475,992 which appeared in the balance-sheet as the total of stocks and shares.

Witness detailed the shares dealt in by the China Mutual as—2,000 Java Consolidateds, 5,000 Java Consolidateds, 3,700 Java Consolidateds, 10 Kalumpungs, 275 Cottons, 700 Java Consolidateds, 10 Senawangs and 140 Peraks.

Mr. Douglas—One of these is "cottons," all the rest are rubber? A.—Yes.

Cross-examined by Mr. Jones—Any new enterprise or loan money on security.

His Lordship—It is a loan Company.

Re-examined on the question of buying and selling forward, witness said he would not call that owning shares, because they were allocated elsewhere.

Mr. Douglas—If the broker does not pay, you are the owner?

His Lordship—Of course you own them.

Witness further stated that his firm were joint auditors of the Cathay Trust.

Mr. Douglas—They made a very large advance to the Stock Exchange in 1910. It was to enable people to pay for shares which otherwise would be on the China Mutual hands and they would have owned them in every sense of the word.

Q.—They actually took up the whole issue of one rubber Company—the Ziangbo issue. A.—Yes.

Mr. Jones then addressed the Court and said very careful consideration must be given to the precise issues of the pleadings. The position was that a contract had been entered into between two parties, the Company and the plaintiff, and the terms of the contract had been reduced to writing. It was set out clearly in documents relating to it, the policy and the application, and in the first place what was to be done was to ascertain the terms of the contract.

His Lordship—The contract is all right, the point is, was there such misrepresentation as would upset the contract? If not the burden of proof was on Mr. Douglas.

Mr. Jones argued that a term of the agreement was that any representations must be in writing. They had to determine what was actually said and done and what it was, in fact, that Mr. Due relied on when he entered into the contract. It was necessary to inquire whether it was a relevant statement and if it was made in such a way as, apart from all other points, bound the Company. Any such representation must be secured in writing from the office of the Company. The reason for this was obvious. Plaintiff was not entitled to rely on anything that Mr. Lindsay said in a claim for rescission. With regard to Mr. Wattie's statement, that was made in a speech made to the shareholders. It was abundantly clear that such a statement did not bind the Company for the simple reason, which was logical and clear and could not be got behind, that it was not made in any transaction between the Company and any third party.

Mr. Jones, in reply to His Lordship, said he was submitting there was no case to go to a jury or to His Lordship sitting as a jury.

His Lordship—I shall not be able to take that view.

Mr. Jones then concluded that all the transactions were sound investments bearing rates of interest upon a certain portion of the company's capital for which at the moment there was no available investment handy. The funds of the company were very large indeed,

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and what might seem a considerable sum to an individual was comparatively very much smaller in dealing with the funds of a company of such a large capital as this. The view of the directors was that these were in no way speculations. They were shares acquired in consequence of knowledge which the board had through their agents and were acquired by the board at a time when apart from all other considerations these shares were readily saleable upon the market at a very much higher price indeed. The shares were not dealt in as a speculation. They were an investment for the surplus funds of the company and they in fact brought fair and proper returns. The company never lost one single cash in any of these investments. The evidence re the Cathay Trust, he submitted, must be disregarded. It was perfectly clear that company was not a rubber company.

Mr. C. R. Burkill was the first witness for the defence. He said he was a director of the China Mutual, joining in June, 1909. He was at home from May, 1910, to October, 1910. There was a very large amount of "cashing forward" going on before the rubber boom. The general reason was that during the period they got a high rate of interest for their money. His view of the transactions was that they were lending out money at a high interest and what he looked upon as regarded the contract was the name of the broker who signed. From their experience of Shanghai and acquaintance with general business here and intimate acquaintance with the brokers the board had a good knowledge of their financial stability. They would not have made these transactions with any broker. Some of the biggest loans made were on companies managed by J. A. Wattie & Co., who were the agents of the China Mutual.

Mr. Wattie was a member of the board, and the company should be very conservative in this matter and after it first came to his notice only the Tls. 18,000 made on the Tcbongs was invested. On the day the board were offered Anglo-Javas at 43 they were selling at 32. He had no intention of speculating and when they took the shares the advance in the market was already a matter of fact, not of speculation. Mr. Wattie had told witness he would hold himself responsible if there was any loss. He did not consider the Cathay Trust a rubber company. The China Mutual also held Hongkong and Shanghai Bank shares and he knew the bank had advanced monies to rubber companies.

Cross-examined by Mr. Douglas—He was not present at the meeting of 17th May, 1910. Most of the transactions were put before the directors. The principal brokers were J. A. Wattie & Co., Benjamin & Potts, and W. C. Pirie.

Mr. Douglas—How many brokers in Shanghai would not have paid without the loan to the Stock Exchange? That has nothing to do with me. They have acted as honourable men and paid large sums of money. I think they would have paid as irrespective of the Stock Exchange loan.

It was his opinion that the brokers they dealt with would pay. They had money of their own.

Mr. Douglas—This Court has held that the broker is under no obligation to pay until the law is studied. I don't know what law is. I went on their honour and I have never had reason to alter my opinion. The law is too difficult for me.

Mr. Jones asked Mr. Douglas to give the case.

Mr. Douglas—I am not here to teach both the witness and Mr. Jones law, surely.

His Lordship—There have been several cases. Referring to Mr. Wattie's statement, Mr. Douglas asked—Do you say now as an honourable man that that statement is a true statement? A—I say that when the statement was made that from our own intentions in the matter we were of opinion it was a true statement, and I adhere to that.

Q.—At the time it was made you knew there was a good deal of talk and rumour about the company speculating in rubber. A—Most assuredly.

Q.—That statement was made with the express purpose of disabusing the mind of the public on that point. A—The statement was one of fact. Probably the chief reason for it was to stop the remarks.

Q.—Which were affecting the company's business. A—No. The business never went down.

Q.—Do you think the statement a proper one. I put it to you it was more likely to mislead.

Mr. Burkill—Look here, Mr. Douglas, there has never been any attempt on the part of the directors of the China Mutual to mislead anybody and as long as I am with the company there never will be any such attempt.

Re-examined, witness said if plaintiff had come to the company he could have had any information he wanted. The case was then adjourned.

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[629-5]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM ANTWERP, IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship

"GLEN STRAE"

Captain Jas. McGillivray, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 6th Dec., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Dec. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 29th November, 1913. [1384]

NOTICE TO CONSIGNEES

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"TORILLA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 2nd December, 1913. [60]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

Arrived Hongkong on 29th November, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Marked by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 29th November, 1913. [1]

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KAFUR"

Captain R. Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 8th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.
Hongkong, 1st December, 1913. [1591]

NOTICES TO CONSIGNEES

S.S. "POLYNESIE" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Medoc" and "Sidon" and from Havre ex s.s. "Sidon" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 8th inst. at NOON will be subject to rent and landing charges.

All Claims must be presented on or before the 10th inst., or they will not be recognized.

No Fire Insurance has been effected. S. C. de BUSSIERE, Acting Agent.

Hongkong, 1st December, 1913. [2]

SWEDISH EAST-ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents.
Hongkong, 1st December, 1913. [40]

FROM EUROPE.

THE H.A.L. Steamship

"EMDEN"

Captain B. Kelsie, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th Dec. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 9th Dec., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Jager" from Lisbon. Ex s.s. "Kong Sign" from Christiania. Ex s.s. "Jacoba" from Hamburg. Ex s.s. "Bygd" from Drammen.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 3rd December, 1913. [1294]

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MANAGER,
Hongkong Daily Press Office.

NOTES AND NEWS.

THE KAISER AS ARTIST.
German artists must by now be accustomed to the intervention of the Kaiser, whose versatility frequently causes him to lay down the law in painting, music or the drama. He has now set aside the award of a jury of architects who gave the prize for the design of the new German Embassy in Washington to Herr Bruno Moehringer, an "independent" artist. This is not the first occasion on which his Majesty has shown himself to be a "New Art."

THE KAISER'S \$50,000 A YEAR.
The Paris *Temps* reports that the celebrated matador Machaquito, one of the greatest of the Spanish bull-fighters, has just performed the ceremony of cutting off his "cabeza" (small pigtail, token of his trade) in the presence of his family, as a sign that he is abandoning the bull-ring. Machaquito, who has amassed an immense fortune, and who is said to have been earning up to \$50,000 a year, has killed 2,155 bulls in his career, and has been wounded thirty times.

THE KAISER'S PROTECTOR.
The following comes from Dusseldorf:—A lady who had been marketing entered a train. The conductor, noticing a dangerously protruding halpin, informed her that she must leave the car. In vain she protested that she had lost her pin protector. Then a bright idea struck her. She groped in the market basket and brought out a small notepad, and placed it on the halpin as a protector. The conductor was satisfied and with a smile he handed the lady a ticket. The passengers cheered and congratulated the lady on her presence of mind.

A "WELCHER."
Everybody knows what a "Welcher" is, but not one in a thousand is aware of the origin of the word. More than a generation ago there lived in London, on his own wits and the credulity of his acquaintance, a mixture of Sir Mulberry Hawk and Mr. Micawber. His name was David Welch. He was, as Byron said, "good at all things, but mostly at a bet." But among the things at which he was good was not paying, for he never paid. As each fresh victim, cropped up by his sympathising "pal," would ask him: "What now—what's the matter?" The answer invariably was, "Welch has had me." That state of things became chronic, until at last, whenever a man had a long face, it was said that he must have been "Welched."

MAILS BY AIRSHIP.
The first essay of the aerial post in France has most happily succeeded, letter-bags were sent by this means from Paris to the liner *Peron*, waiting at Pauillac, at the mouth of the Gironde, to weigh anchor for the Antilles. The colonial point of view the feat has considerable importance. If it is found practicable to use the aeroplane for postal deliveries, the advantage will be great, especially in the desert or mountainous country, where ordinary communications are slow and difficult. There is significance in the fact that the "aeron" upon which the aviator-postman flew bore the name "Les Francaises." It is one of the machines purchased by the Government. The *Temps* states that experiments of a postal air service between Paris and Nice, with halts at Lyons and Marseilles, will shortly be carried out by the aviator Gilbert. M. Thierry, Minister of Posts and Telegraphs, has stated that he wishes to organize two regular postal air services between Paris and Bordeaux and Paris and Nice.

GREAT PANAMA PARADE.
Replying to the toast of "Our Guests" at the dinner of the Navy League, held at the Hotel Cecil, the American Ambassador stated that when the Panama Canal was completed the United States Government would carry out its programme. It had invited the naval Powers of the world to send ships to make this the mightiest and most impressive fleet which had ever been gathered together. The President of the United States would review it, and this massive procession of peaceful power would proceed to the Canal. He was grateful for being permitted to announce the gracious acceptance by his Majesty's Government of the invitation from his Government that British ships should be in the procession. The fleet would proceed through the Canal, and up the Pacific to San Francisco, and the great Canal would then be declared open to the commerce of the whole world. The American admiral would have the distinguished honour of leading that great fleet, and he would be able to say with Nelson that he had the happiness to command a band of brothers.

THE BIG SHIP.
Submarines already approach 1,000 tons in displacement, mount guns, carry wireless. It only needs a suitable engine for them to progress to ten thousand or twenty thousand tons, says a home paper. The big ship there will always be; but there is no reason why the big ship should not have the advantages of invisibility on approach and invulnerability which the power of submergence will give her. At first we shall go back to tonnage. The clearing away of funnels, the saving of weight in machinery, and the decrease in the number of personnel will enable the offensive power of the *Queen Elizabeth* to be obtained on a much smaller displacement. But the old process will only begin again, and large sizes will once more be reached. But, looking far ahead, it is possible to anticipate the day when Navies will consist of whales and sea-birds, manœuvring either in the air or on the water or beneath it. If so, the *Queen Elizabeth* represents the last word of the old type, in so far as she is of unprecedent armament and speed, and the first word of the new, in that she is to burn the fuel which will render possible the later developments foreshadowed.

DR. DIESEL'S MISFORTUNES.
The pitiable state in which Dr. Diesel has left his family is classic proof of the old story that the average inventor is a sorry man of business. Possessor of a suddenly-acquired fortune of £200,000, the result of the sales of his international oil-engine patents, Diesel fell into the hands of financial speculators, who soon had him inveigled in wild-cat enterprises and endless litigation, which were destined to lead him, straight to ruin. At the meeting of his creditors in Munich it was represented that there

was but £2,500—the deceased's homestead and its trappings—to meet liabilities of £75,000. His widow is left practically penniless. Matters had become so desperate for Diesel during the past summer that he was compelled to dispose of his last free assets, some mortgages, which realised £3,000 or £4,000, and his remaining life insurance policy of £240. Nobody but his business intimates, and not even some of those, were aware of the hopeless straits into which Dr. Diesel had drifted. One of the keenest and best-posted financial authorities in Berlin said that when Dr. Diesel's disappearance was first made known he estimated the inventor to be a "very wealthy man," with a fortune of not less than £150,000.

THE RACE FOR SUPREMACY.
A return of the total naval expenditure of the United Kingdom and the other principal Powers in each of the last ten years has been issued as a White Paper. The gross totals of the various countries in the first and last years of the return compare as follows:—

	1904-5.	1913-14.
Great Britain	11,062,075	47,021,636
United States	20,180,310	29,498,807
Russia	11,949,096	24,219,454
Germany	10,165,090	23,039,184
France	12,382,433	20,847,763
Italy	5,600,000	10,167,340
Japan	2,102,548	9,869,812
Austria-Hungary	2,615,460	6,066,551

In the cases of Great Britain, the United States, Russia, Germany, France and Japan the totals this year are the highest recorded, while the figures for personnel are also the highest in the list with the exception of those of Russia, which, after being about 70,000 in 1904 and 1905, dropped below 45,000 in 1908, and are now 52,463. The British Navy numbers 146,000, the German 73,176, the United States 67,967, and the French 63,596 men. In regard to new construction there is in the cases of Great Britain, Germany and Austria-Hungary a decrease. Great Britain leads the way with a vote of \$16,101,894 (representing 226,438 tons). Russia being second with \$11,844,586, nearly double the 1912 figure. Germany has voted \$11,010,893, and France \$9,893,064, while the United States has made a big advance with \$7,263,953, against \$4,226,728 in 1912-13.

TOWERS WITH A HISTORY.

WHERE KINGS WERE MURDERED.

With nearly a thousand years of graven history around them, the authorities at the Tower of London are not disposed to make important changes quickly. The *Bell Mail Gazette* states, however, that within the next few months the dungeons of the White Tower and the Bloody Tower, two intensely interesting historical parts of the Tower, will be thrown open to the public for the first time. The dungeons lie deep beneath the White Tower, eerie, gloomy, mysterious. In the wall dividing two of them is a narrow black cage-like recess, in which Guy Fawkes was immured between the periods of torture on the rack. All around are fragments of torture-rack, thumb-screws, temple bands, and scaring-iron—now hanging rusty and forgotten, the grim relics of bygone ages. Only a few yards away a small tomb-like recess marks the place where, according to well-established tradition, Sir Walter Raleigh spent ten years of his life, and as it by the irony of fate, almost overlooking the spot stands an equestrian model of Queen Elizabeth displaying the gorgeous State robes in which she went to St. Paul's to celebrate the triumph of her fleet over the Armada.

THE BLOODY TOWER.
Without doubt, when the necessary structural alterations are completed and the dungeons are opened to the public, there will be no spot more eagerly visited. The Bloody Tower is situated nearly opposite Traitors' Gate, and entrance to the inner ward is gained by passing underneath. This tower dates from the reign of Edward III. and Richard II., and was called by its present name as early as 1597, being popularly believed to be the scene of the murder of Edward V. and his brother, the Duke of York, as well as Henry VI.

The grooves for working the massive portcullis, which was raised by chains and a windlass, are still to be seen, and the chains and windlasses are preserved in an upper floor. The possibility of opening up other parts of the Tower has frequently been considered, but nothing practical has been done. The Middle Tower, the Byward Tower, the great gatehouse of the outer ward, the Bell Tower, where Fisher, Bishop of Rochester, was imprisoned by Henry VIII., and the Princess Elizabeth by Queen Mary, the Salt Tower, the Broad Arrow Tower, and others less generally known are each of historic interest, but are closed.

At present in certain of these towers warders are housed under Royal Warrant, and unless accommodation is provided for them elsewhere they cannot be disturbed. **THE LOST BALL.**
HOW A TOURNAMENT WAS LOST.
Among the recent "Decisions by the Rules of Golf Committee" is a ruling regarding the much-discussed and abused rule which inflicts the penalty of a lost hole on the player who loses his ball in a match. A and B, finalists in a match play tournament at the Holme Hall Golf Club, were all square and one to play. At the eighteenth A lost his ball. Instead of treating the match as over, B persuaded A to drop a ball and play out the hole, with the result that A holed out in fewer strokes than B.

The advice of the Rules Committee was asked on the subject, and the answer received was to the effect that if both players had agreed to exclude the operation of Rule 21 they had thereby infringed Rule 3 of the Special Rules for Match Competitions, which states that "competitors shall not agree to exclude the operation of any rule or local rule under penalty of disqualification," and the committee, therefore, recommended that the prize be not awarded to either player, but if it would be more convenient to the Holme Hall Club to declare a winner the prize should go to B, who actually won the match and abandoned it.

THE SANTAS BEST DISINFECTANTS.

ALL KINDS AND FOR ALL PURPOSES.
AS SUPPLIED TO H.M. GOVERNMENT DEPARTMENTS.

"SANTAS-OKOL." 20 times the co-efficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Larvicide. Unaffected by organic matter, and miscible with both fresh and salt water.

"SANTAS-BACTOX" (Saponified Cresols of the same (20) guaranteed co-efficiency). Homogeneous and miscible with fresh water.

"SANTAS-SOLDIS," a cheap but concentrated Coal Tar Disinfectant of the greatest reliability and guaranteed efficiency.

SANTAS-SOLDIS—MAY BE HAD FROM ANY SHIPCHANDLER OR STOREKEEPER IN HONGKONG.

SANTAS-OKOL AND "SANTAS-BACTOX"

FROM
W. G. HUMPHREYS & Co.,
QUEEN'S ROAD, HONGKONG.

"A STRONG AND UNITED CHINA."

The *Peking Daily News* of the 27th ult. says:—

During the last three weeks, four Tuthus and two Ex-Tuthus have visited Peking. Tuthu Yen Hsi-san, of Shansi, and General Chang, Shao-tung, of Suiyuan, after having stayed in the Capital for several days, have returned to their respective provinces. Tuthu Chu Jui, of Chekiang, Tuthu Chang Hsi-luan, of Fengtien, Ex-Tuthu Tsai Ao, of Yunnan, and Ex-Tuthu Tan Yen-kang, of Hunan, are now in Peking. Two more Tuthus are coming: Ni Shih-chung, Tuthu of Anhui, and General Yin Chang-heng, Ex-Tuthu of Szechuan, and now Frontier Commissioner of Szechuan. These Tuthus have come to consult the President about their provincial administrations and to report to him the present conditions in their different provinces and to ask him for instructions. The fact that these Tuthus have willingly come to the Capital to receive instructions from the President is a good indication of the strong tendency towards the centralization of power in the Government.

After the Revolution of 1911 and even before the late rebellion, some Tuthus manifested a disposition of conducting provincial administrations without consulting the Central Government. They appointed their own officials to take charge of the native customs and collect duties. They never remitted any revenue to Peking, but on the other hand they sent to the Government telegram after telegram asking for financial assistance. Despite the fact that the Government has given to the provinces subsidies amounting to \$14,000,000, repaid the provincial internal and foreign debts totalling \$77,000,000 and repaid for the provinces indemnity amounting to \$77,500,000 from the beginning of the Republic up to now, some Tuthus adopted the policy of starving the Government financially. This policy of obstruction and opposition succeeded to a certain extent, but the strong personality and statesmanship of President Yuan forced the Tuthus to change their policy into one of co-operation and submission to the Government. Most of the Tuthus were formerly self-appointed, but now they are Government appointees. The present Administration has demonstrated to the world that it has been gradually centralized, and what is of more significance, a strong and united China is in sight.



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

THE NEW FRENCH REMEDY, THERAPION NO. 1
CURE DIARRHOEA, PILES, COLIC, WITHOUT DRUGS.
THERAPION NO. 2
CURE CHRONIC WEAKNESS, BRUISES, SOFT VIBES, ETC.
SOLELY BY LIAISON CHIMIQUE, PARIS, 10, RUE DE LA PAIX, 10.
A CURE FOR YOU
THEY HAVE TO TAKE RAPID AND SURELY.
SEE YOUR DRUGGIST OR ORDER DIRECTLY FROM THE MANUFACTURER.
SEE YOUR DRUGGIST OR ORDER DIRECTLY FROM THE MANUFACTURER.
SEE YOUR DRUGGIST OR ORDER DIRECTLY FROM THE MANUFACTURER.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Siberia*, carrying the United States mails, sailed from Yokohama on the 30th November, for Hongkong via Shanghai, and is due here on the 8th December.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Coblenz* left Sydney on the 15th November, at 2 p.m., and may be expected here on or about the 8th December.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin (via Manila), for this port on the 1st December, and may be expected to arrive here on or about 13th December.
The N.Y.K. str. *Tango Maru* (Australian Line) left Sydney for this port via ports on the 26th November, and is expected here on the 15th December, a.m.

THE ENGLISH MAIL.
The P. & O. str. *Delta* left Singapore for this port on the 30th November, at 8 a.m., with the outward English mails, and is due here on the 5th December, at about 7 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Buelow*, carrying the German mails, with dates from Berlin of the 12th November, left Colombo on the 20th November, p.m., and may be expected here on or about the 11th December.

MERCHANT STEAMERS.
The Ben Line str. *Bendloch*, from Leith, Middlesbrough, and London, left Singapore for this port on the 28th November, and may be expected to arrive here on or about 5th December.
The H.A.L. str. *Westphalia* left Tsingtau on the 30th November, p.m., and may be expected here on or about the 6th December, a.m.

The N.Y.K. str. *Hitachi Maru* (European Line) left Singapore for this port on the 30th November, and is expected here on the 6th December.
The N.Y.K. str. *Kawachi Maru* (Bomabay Line) left Singapore for this port on the 26th November, and is expected here on the 6th December.
The N.Y.K. str. *Togo Maru* (Calcutta Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.

The Russian str. *Australia* left Shanghai on the 3rd December, p.m., for this port, and is due to arrive here on or about the 7th December.
The N.Y.K. str. *Miyazaki Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.
The Swedish East Asiatic Co.'s str. *Ceylon* left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via Singapore on the 30th November, and is expected here on the 18th December.
The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 1st December, and is expected here on the 20th December.
The N.Y.K. str. *Kikyo Maru* (European Line) left London for this port via ports on the 32nd November, and is expected here on the 21st December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.
The N.Y.K. str. *Miyazaki Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.
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SHIPPING IN PORT.

STEAMERS.
CANTON, Swedish str. 3,132, J. M. Ronstrom, 1st December—Sabang 22nd November, General.—Arthur Nilsson & Co.
DAIGI MARU, Japanese str., 947, S. Takashiga, 3rd December—Tamsui 30th November, General.—Osaka Shosen Kaisha.

DUNERA, British str., 3,403, E. G. M. Dickinson, 25th November—Calcutta 13th November, General.—David Sassoon & Co.
ELISBETH, German str., 991, Bing, 1st December—Hoihow 30th November, General.—Jensen & Co.

ERVIKEN, Norwegian str., 1,341, Augusten, 3rd December—Swatow 2nd December, Bullast.—Aagaard, Thoresen & Co.
ESANG, British str., 1,783, J. W. Carle, 3rd December—Weihaiwei 28th November, Ground Nut.—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, J. M. Hay, 30th November—Bangkok 20th November, Rice.—Jardine, Matheson & Co.
HAIKAI, British str., 1,163, J. Ronoh, 3rd December—Swatow 2nd December, General.—Douglas Laiprak & Co.
HANOL, French str., 730, Ch. Lo Chevalier, 26th November—Pakhoi 25th November, General.—A. R. Marty.

HUTCHINSON, British str., 1,232, Hocker, 2nd December—Tientsin 26th November, General.—Butterfield & Swire.
ISOME MARU, Japanese str., 1,859, Hayaishi, 2nd December—Mitsui Bussan Kaisha.

KAPUR, British str., 2,953, 1st December—Colombo 15th November, Case Oil.—Standard Oil Co.
KATIE, German str., 1,909, P. E. Christensen, 27th November—Hongkong 14th November, Coal.—Jensen & Co.
KOREA, American str., 5,651, A. W. Nelson, 25th Nov.—San Francisco 28th Oct., General.—Pacific Mail S.S. Co.

KWANGLOO, Chinese str., 1,168, McArthur, 3rd December—Shanghai 30th November, General.—Chinese.
KYODO MARU, Japanese str., 1,656, Morisaki, 1st December—Newchwang 25th November, Coal.—Mitsui Bussan Kaisha.

LIANGCHOW, British str., 1,230, Wm. Benson, 3rd December—Shanghai 30th November, General.—Butterfield & Swire.
LOONGSANG, British str., 1,039, W. G. G. Leask, 2nd December—Manila 28th November, General.—Jardine, Matheson & Co.

MAOHEW, German str., 806, R. Zollner, 25th November—Bangkok 21st Nov., Rice.—Butterfield & Swire.
MISUMI MARU, Japanese str., 1,935, Uchihashi, 3rd December—Phu Yen 1st December, Cement Stone.—Shewan, Tomes & Co.

M. S. DOLLAR, British str., 2,674, J. J. Gear, 30th November—Manila 26th November, General.—Robert Dollar Co.
PANAMA MARU, Japanese str., 3,750, J. Kanano, 30th November—Shanghai 27th November, General.—Osaka Shosen Kaisha.

SABINE RICKMERS, Dutch str., 573, Jagt, 30th November—Swatow 29th November, Ballast.—Asiatic Petroleum Co.
SAIGON MARU, Japanese str., 3,311, T. Yamaguchi, 30th November—Singapore 21st November, General.—Osaka Shosen Kaisha.

SEANG BEI, British str., 3,784, J. Travis, 1st December—Rangoon 26th November, General.—Chinese.
SEGOVIA, German str., 2,161, F. Buch, 2nd December—Shanghai 29th November, General.—Hamburg-Amerika Linie.
TELEMACHUS, British str., 1,450, Fraser, 20th November—Saigon 23rd Nov., General.—Chinese.

TIJMAH, Dutch str., 3,615, J. R. Buys, 2nd December—Mitsui 27th November, Coal.—Java-China-Japan Lijn.
TOYORA MARU, Japanese str., 1,617, K. Kobayashi, 2nd December—Wakamatsu 26th November, Coal.—Mitsui Bishi Goshi Kaisha.

TRIUMPH, German str., 769, Langschwager, 3rd December—Hoihow 1st December, Rice and General.—Jensen & Co.
TROCAS, British str., 2,567, Pearson, 26th November—Tsingtau 21st November, Ballast.—Asiatic Petroleum Co.
UNRAI MARU No. 3, Japanese str., 2,954, Nomura, 2nd December—Wakamatsu 26th November, Coal.—Mitsui Bishi Goshi Kaisha.

WONKOKI, German str., 1,115, H. Oltmanns, 2nd December—Saigon 23rd November, Rice.—Butterfield & Swire.
WUHU, British str., 1,356, Howard, 26th November—Newchwang 20th November, General.—Butterfield & Swire.

CHILDREN OF FAR CATHAY.
A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE.
Formerly of the Imperial Chinese Customs Service. Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 431 Pages, and includes a Sketch Map of historical interest showing the disposition of the Forces at the battle of Kwelin, is dedicated to Sir ROBERT HART, G.O.M.G., and Dr. A. RENZI.
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

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To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWSTER & Co., or from the Printers and Publishers, the "HONGKONG PRESS" Office.

WEATHER REPORT.

On the 4th at 11.55 a.m.—The depression is now central to the north of Hokkaido.

A strong anti-cyclone, central over the lower Yangtze Valley, covers the western portion of the map.

Strong monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.
* Hongkong & Neighbourhood

Formosa Channel ... N.E. gale.

South coast of China between the same as Hongkong and Lamooka ... No. 1.

South coast of China between the same as Hongkong and Hainan ... No. 1.

* N.E. winds, fresh; fine.

CHINA COAST METEOROLOGICAL REGISTER.

4th DECEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level	Temperature.	Humidity.	Wind	
					Direction.	Force.
Vladivostok	7 a.	29.84	13	—	W	1
Nemuro	6 a.	29.63	—	—	WNW	1
Hakodate	—	29.63	—	—	W	1
Tokio	—	29.75	—	—	WNW	1
Kobe	—	30.09	—	—	W	1
Nagasaki	—	30.19	—	—	N	2
Kagoshima	—	30.17	—	—	NW	3
Osshima	—	30.20	—	—	NW	3
Naha	—	30.26	—	—	N	6
Ishijima	—	30.31	—	—	N	2
Bonin Is.	—	30.04	—	—	N	3
Chefoo	—	—	—	—	—	—
Weihaiwei	—	30.28	53	90	W	7
Hankow	—	—	—	—	—	—
Ichang	—	—	—	—	—	—
Kiungking	—	—	—	—	—	—
Changsha	—	—	—	—	—	—
Shanghai	—	30.57	27	—	NW	2
Gutai	—	30.43	32	—	NW	2
Sharp Peak	7 a.	30.38	56	—	NE	4
Amoy	6 a.	30.36	56	—	N	4
Swatow	—	30.29	57	69	N	2
Taihou	5 a.	—	—	—	E	2
Taiichu	—	30.30	—	—	N	2
Tainan	—	30.27	—	—	N	2
Koshu	—	30.27	—	—	N	6
Wardore	—	30.30	—	—	N	6
Canton	—	30.30	—	—	N	10
Hongkong	6 a.	30.38	56	58	N	3
Gap Rock	—	30.31	—	—	NNE	3
Macao	—	30.35	53	—	N	4
Wuchow	9 a.	30.59	52	66	N	2
Holhow	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—
Phu Lien	6 a.	30.38	52	—	NNE	2
Touraine	—	30.18	72	—	E	4
Cape St. James	—	30.01	72	—	E	4
Aparr	—	30.10	74	—	N	1
Matia	—	30.10	74	—	N	1
Legaspi	—	30.01	78	—	N	1
Bacolod	9 a.	30.03	80	—	N	1
Iloilo	—	—	—	—	NW	1
Cebu	—	30.00	83	—	E	1
Labuan	—	29.96	83	—	—	—

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR
HATVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
"ASSAYE,"
Capt. G. J. Caldwell, carrying His
Majesty's Mail, will be despatched from this
port for BOMBAY, TO-MORROW,
the 6th December, 1913, at Noon, taking
Passengers and Cargo for the above Ports,
in connection with the Co.'s s.s. "MONGOLIA,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer, proceeding direct to
Marseilles and London, other Cargo for
London, &c., will be conveyed via Bombay
in the s.s. "PERSIA," due in London on
the 17th January, 1914.

Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 24th November, 1913. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For DOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE,"

On or about 6th Dec.

For NEW YORK.

S.S. "SAINT PATRICK,"

On or about 24th Dec.

For Freight and further information, apply
to—

DODWELL & Co., Ltd.,
Agents.

Hongkong, 5th December, 1913. [1316-1367]

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

THE Steamship

"GLENLOCHY" (Capt. E. J. STALLARD),

For GLASGOW, ROTTERDAM AND
ANTWERP.

This Steamer will be despatched for the above
Ports on 7th December.

These vessels have excellent accommodation
for a few Saloon Passengers, all Cabins are
Amidships, and the Steamers fitted with Electric
Light and Fans in every cabin.

Attention is particularly directed to the
Moderate Rates charged, viz:—

Saloon Passage, Hongkong to London,
Glasgow, Antwerp, or Rotterdam,
£40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 2nd December, 1913. [1229]

HONGKONG-NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" ... On or about 13th Dec.

For Freight and further information
apply to—

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 20th November, 1913. [1341]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day
of or preceding the departure of the
English Mail; also Table of the
Yearly Approximate Averages
for 36 years.

From 1874 to 1909.

PRICE 2s CASH.

On Sale at the DAILY PRESS Office
Local Booksellers.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND
LONDON.

THE Steamship

"LOONGSANG" ... Saturday, 6th Dec, 2 p.m.

"ESANG" ... Monday, 8th Dec, 3 p.m.

"KWONGSANG" ... Wednesday, 10th Dec, Noon.

"YONGSANG" ... Saturday, 13th Dec, 2 p.m.

"NAMSANG" ... Tuesday, 16th Dec, D'light.

"LAISANG" ... Thursday, 18th Dec, Noon.

"YATSHING" ... Saturday, 20th Dec, Noon.

"FOOKSANG" ... Tuesday, 23rd Dec, Noon.

RETURN TOURS TO JAPAN.

The Steamers "Kwang," "Namsang" and "Laissang" leave about every 3 weeks for
Shanghai and Japan returning via Kobe (Inland Sea) and Hongkong. Time occupied 20 days.
This service is supplemented by the "Fooksang," "Yatshing" and "Yatshing" and
these vessels leave at regular intervals for Yokohama, Kobe and Moji and returning
thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on through Bills of Lading to Y'kang, Chafso, T'ien, D'hai, W'wai, T'ian & N'chang.

Telephone No. 215, Sub. L'oh. 4.

Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 5th December, 1913. [14]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. ... will be despatched for
YOKOHAMA, KOBE and MOJI at an early date, taking Cargo and Passengers
at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.

Hongkong, 15th October, 1913.

THE ROYAL MAIL STEAM
PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND
LONDON.

THE Steamship

"DEN OF GLAMIS" ... On 28th Dec.

"MONMOUTHSHIRE" ... On 26th Jan.

"DEN OF AIRLIE" ... On 28th Feb.

TRANS-PACIFIC "SHIRE" AND "GLEN"
JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA
& PORTLAND ... On 23rd Dec.

VICTORIA, VANCOUVER, SEATTLE, TACOMA
& PORTLAND ... On 18th Jan.

VICTORIA, VANCOUVER, SEATTLE, TACOMA
& PORTLAND ... On 5th Feb.

For Freight and Further Particulars, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 1st December, 1913. [499]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	On 23rd inst.
LONDON, ROTTERDAM & ANTWERP.	DEN OF GLAMIS	Brit. str.	—	JARDINE, MATHESON & Co., Ltd.	HAMBURG-AMERICA LINE	To-day.
MARSEILLES, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	k. w.	Cornelissen	MESSAGERIES MARITIMES	On 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUGUSTIN	Ger. str.	k. w.	Sekins	NIPPON YUSEN KAISHA	On 17th inst. at D'light.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KAISA MARI	Ger. str.	k. w.	Jager	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	FURBER BULLOW	Ger. str.	k. w.	Kirchoff	HAMBURG-AMERICA LINE	On 2nd Jan.
HAVRE, EMDEN, BREMEN & HAMBURG, &c.	O. FRED. LARSEN	Ger. str.	k. w.	Kraissel	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE, BREMEN & HAMBURG, &c.	ISTRIA	Ger. str.	k. w.	Delnat	HAMBURG-AMERICA LINE	On 26th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ALTMARK	Ger. str.	k. w.	E. J. Stallard	SEAWAY, TOMES & Co.	On 17th inst.
GLASGOW, ROTTERDAM & ANTWERP.	BRASILIA	Ger. str.	k. w.	J. Kanoo	MARSHALL & Co.	On 13th inst.
COPENHAGEN, GOTHENBURG & HALLING PORTS.	GLENLOCHY	Swed. str.	—	A. Sakiwa	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SAHO MARU	Jap. str.	—	T. Sato	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.	MENTONSHIRE	Brit. str.	—	F. Losser	OSAKA SHOSHUN KAISHA	On 25th inst. at 1 p.m.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SEATTLE MARU	Jap. str.	—	W. Dixon Hopcraft	MELBOURNE & Co.	On 10th inst. at 10 a.m.
NAPLES, GENOA, ATRISSA, GIBRALTAR, SOUTHAMPTON, TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	YOKO	Ger. str.	—	F. W. Greene	SANDER, WILHELM & Co.	About 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL.	AFRICA	Am. str.	—	A. W. Nelson	SANDER, WILHELM & Co.	About 31st inst.
BOSTON & NEW YORK.	E. F. FERDINAND	Am. str.	—	M. Winckler	SANDER, WILHELM & Co.	About 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	2 m.	L. Klugkist	OSAKA SHOSHUN KAISHA	On 18th inst. at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	R. Y. Anderson	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	T. Yamawaki	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KORBA	Am. str.	—	L. Klugkist	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	SIBERIA	Am. str.	—	C. P. Seddon	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	ST. ALBANS	Brit. str.	—	Yoshikawa	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	KUMANO MARU	Jap. str.	—	Christiansen	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN.	COBLENZ	Jap. str.	—	W. R. Le Mare, R.N.R.	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
JAPAN.	ANTO MARU	Jap. str.	—	J. W. Carle	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
YOKOHAMA, KOBE & MOJI.	TIPIANAS	Brit. str.	—	T. Sato	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
YOKOHAMA & KOBE VIA SHANGHAI.	YATSHING	Brit. str.	—	J. R. Harris	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	CHINA	Am. str.	—	C. Nahrath	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	HITACHI MARU	Jap. str.	—	L. Jones	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	COBLINZ	Ger. str.	—	P. S. Ram, R.N.R.	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	JAPAN	Brit. str.	—	Lancella	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	TANOO MARU	Jap. str.	—	P. M. B. Lake	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	KAWAKI MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	DAIICHI	Brit. str.	—	K. Tashiro	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	ESANG	Brit. str.	—	S. Tokushige	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	KWONGSANG	Jap. str.	—	J. S. Brach	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	TOSA MARU	Jap. str.	—	J. W. Evans	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	ANBU	Brit. str.	—	W. C. Passmore	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	BUELOW	Ger. str.	—	A. E. Hodgins	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	CHENAN	Brit. str.	—	W. G. G. Leask	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	DORNO	Brit. str.	—	Sidford	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	PAUL LEON	Brit. str.	—	Jarrett	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	CHILON	Brit. str.	—	F. S. McMurray	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	KORBER	Brit. str.	—	J. Miller	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	TIPIDIAS	Brit. str.	—	Kawashima	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	KATO MARU	Brit. str.	—	K. Saito	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	SOSHU MARU	Brit. str.	—	C. J. Swanson, R.N.R.	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	DAIGI MARU	Brit. str.	—	Noguchi	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	HATAN	Brit. str.	—	E. J. Tadd	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	HAIMUN	Brit. str.	—	T. A. Mitchell	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	HAICHING	Brit. str.	—	H. Mathies	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	HAITAN	Brit. str.	—	J. Koshiki	OSAKA SHOSHUN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA.	LOONGSANG	Brit. str.	—			
KOBE & YOKOHAMA.	TEAN	Brit. str.	—			
KOBE & YOKOHAMA.	KUNGSANG	Brit. str.	—			
KOBE & YOKOHAMA.	RUBI	Am. str.	—			
KOBE & YOKOHAMA.	TITATON	Am. str.	—			
KOBE & YOKOHAMA.	COLOMBO MARU	Jap. str.	—			
KOBE & YOKOHAMA.	LIZON MARU	Jap. str.	—			
KOBE & YOKOHAMA.	PORELLA	Jap. str.	—			
KOBE & YOKOHAMA.	CEYLON MARU	Jap. str.	—			
KOBE & YOKOHAMA.	LAISANG	Brit. str.	—			
KOBE & YOKOHAMA.	FOOKSANG	Brit. str.	—			
KOBE & YOKOHAMA.	SUNGKILANG	Brit. str.	—			
KOBE & YOKOHAMA.	BORNEO	Ger. str.	—			

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

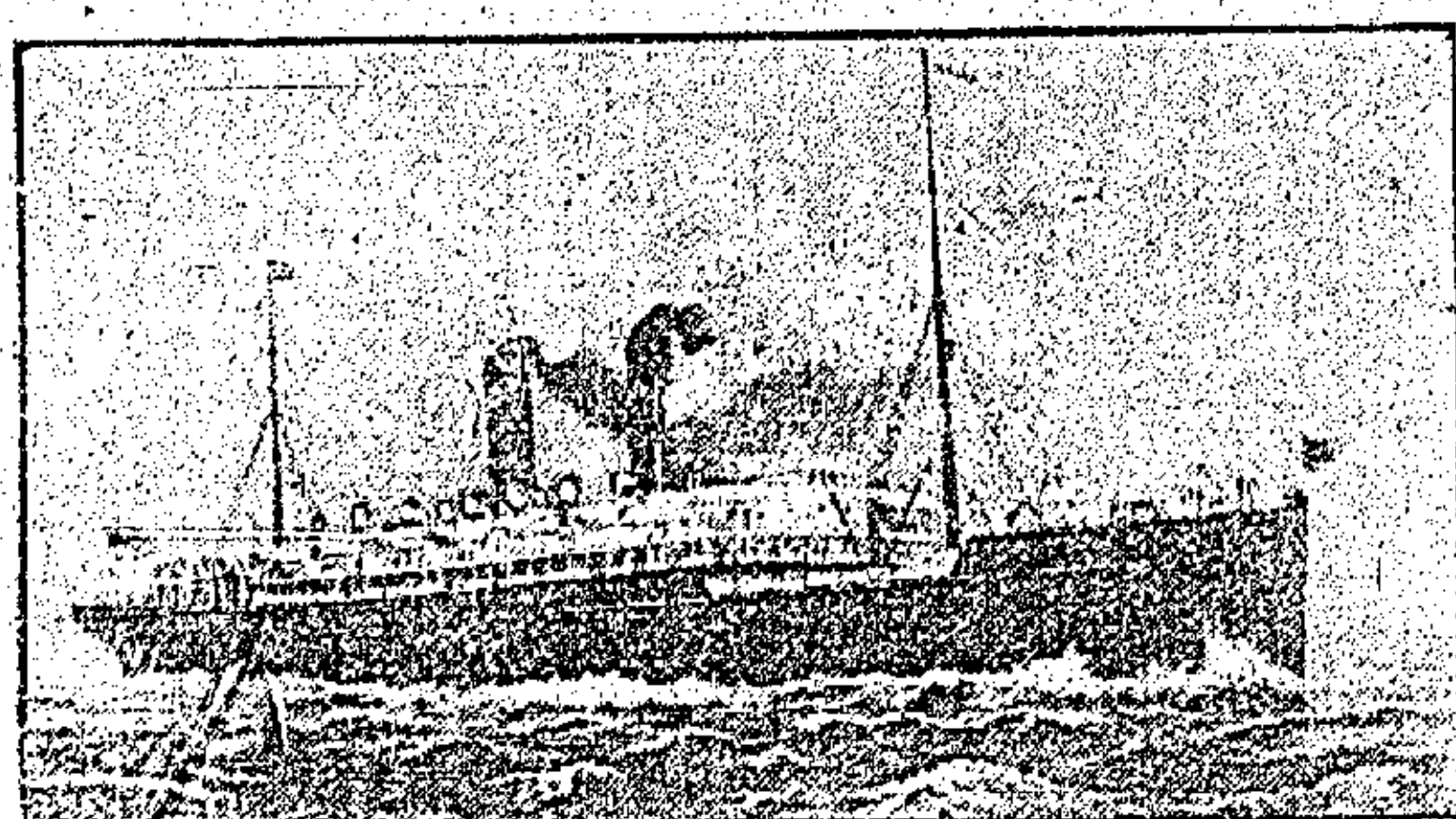
NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL						FROM L'POOL						FROM VANCOUVER					
STEAMERS	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancover	St. John's	Liverpool	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Vancover	Yokohama	Kobe	Nagasaki	Shanghai	Hongkong
EMPEROR OF RUSSIA	18 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	14 Jan.	21 Jan.	7 Nov.	14 Nov.	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.	19 Dec.
EMPEROR OF ASIA	1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.	21 Nov.	28 Nov.	4 Dec.	15 Dec.	16 Dec.	18 Dec.	20 Dec.	23 Dec.	21 Nov.	28 Nov.	4 Dec.	15 Dec.	16 Dec.	18 Dec.	20 Dec.
EMPEROR OF INDIA	15 Jan.	18 Jan.	20 Jan.	22 Jan.	24 Jan.	25 Jan.	8 Feb.	14 Feb.	—	—	11 Dec.	27 Dec.	30 Dec.	1 Jan.	2 Jan.	4 Jan.	—	—	—	—	—	—	—
EMPEROR OF JAPAN	15 Jan.	18 Jan.	20 Jan.	22 Jan.	24 Jan.	25 Jan.	8 Feb.	14 Feb.	—	—	11 Dec.	27 Dec.	30 Dec.	1 Jan.	2 Jan.	4 Jan.	—	—	—	—	—	—	—
EMPEROR OF MONTAGLE	15 Jan.	18 Jan.	20 Jan.	22 Jan.	24 Jan.	25 Jan.	8 Feb.	14 Feb.	—	—	11 Dec.	27 Dec.	30 Dec.	1 Jan.	2 Jan.	4 Jan.	—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

EMPEROR OF RUSSIA ... Meals and Sleeping £71.10

EMPEROR OF ASIA ... Car Berth across £65

PACIFIC MAILSTEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BLUE KEELS. CRUISE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
KOREA	18,000	TUESDAY, 9th Dec., at 1 P.M.
SIBERIA	18,000	TUESDAY, 16th Dec., at 1 P.M.
CHINA	10,200	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	TUESDAY, 6th Jan., at 1 P.M.
NILE	11,000	SATURDAY, 10th Jan., at 9:45 A.M.
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 P.M.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
30th Dec. CHINA	1st Jan.	20th Dec.	CHINA	22nd Dec.
10th Jan. NILE	12th Jan.	26th Dec.	MANCHURIA	23rd Dec.
7th Feb. PERSIA	9th Feb.	31st Dec.	NILE	2nd Jan.
			PERSIA	29th Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—**R. C. MORTON, AGENT.**

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).				
DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.	
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On	17th Dec.
COPENHAGEN, GOTHENBURG, and BALTI PORTS	"CEYLON"	9,000	About	15th Jan.

For Freight and Further Particulars, apply to
 TELEPHONE NO. 171.
 NIELSSON & Co.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

For	STEAMER	To SAIL.
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT Lancella CORILLERE	On 15th December. On 29th December.
MARSEILLES VIA PORTS	AUSTRALIEN CAPT. MOUTET POLYSENIEN CAPT. LASSINOS	On 16th December. On 29th December.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG:	PROPOSED SAILINGS.	From COLOMBO
25th December, 1913.	"GUJERAT"	12th January, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentations offered, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

From Hongkong	PROPOSED SAILINGS.	Middle of February, 1914.
First CLASS ACCOMMODATION FOR PASSENGERS	"SALAMIS"	
Fitted with WIRELESS TELEGRAPHY.		
For Rates of Freight and Passage, apply to		

THE BANK LINE, LIMITED,

MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "JAPAN," 6,015 tons, Captain C. P. Soden, will be despatched to KOBE and MOJI on 15th December.
S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 20th December.
WESTWARD
S.S. "TORILLA," 5,205 tons, Captain G. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 9th December, at 3 P.M.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramago, R.N.R., will be despatched as above on 14th December.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 5th December, 1913.

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDONTAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Connecting Steamer	Leave	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	SHANGHAI HAI KONG.	from COLOMBO to MARSEILLES and LONDON	MARSEILLES LBS	Plymouth (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOA	Mar. 14
Feb. 19	ASSATE	Feb. 24	Feb. 28	MARMORA	Mar. 28
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23
Apr. 30	ASSATE	May 5	May 9	MOOLTAN	June 6

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£57.	£29.	£25.	£29.	£57.
MARSEILLES	£51.	£25.	£21.	£25.	£51.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:
STEAMERS. Leave Y'HAMA. Leave SHANGHAI. Leave H'KONG. Leave S'PORE. Leave M'ARSEILLES. Due at LONDON.

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI.	Leave H'KONG.	Leave S'PORE.	Leave M'ARSEILLES.	Due at LONDON.
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 29	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 8	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	May 30
MAJRA	Mar. 17	Mar. 28	Apr. 4	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
SUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

F A R E S TO LONDON:	1st Saloon	2nd Saloon	Single	Return
	£50.	£25.	£25.	£50.
F A R E S TO MARSEILLES:	1st Saloon	2nd Saloon	Single	Return
	£46.	£23.	£23.	£46.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO.	KAGA MARU Capt. Sakino.	12,500	WED'DAY, 17th Dec., at Daylight.
FORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. J. Nagano.	16,000	WED'DAY, 31st Dec., at D'light.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU Capt. A. Sakawa.	12,500	TUESDAY, 16 Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YOKOHAMA MARU Capt. Wada.	12,500	TUESDAY, 30th Dec., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	KUMANO MARU Capt. M. Winkler.	9,300	WED'DAY, 17th Dec., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	TANGO MARU Capt. Yoshikawa.	13,500	WED'DAY, 14th Jan., at Noon.
KOBE and YOKOHAMA	CEYLON MARU Capt. Nishiguchi.	12,000	SATURDAY, 13th December.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. Kawashima.	12,500	MONDAY, 8th December.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU Capt. Yamawaki.	12,500	SATURDAY, 6th Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	KAWACHI MARU Capt. Christensen.	12,500	SATURDAY, 6th Dec., at Noon.
	TANGO MARU Capt. Yoshikawa.	13,500	WED'DAY, 17th Dec., at 11 A.M.
	TOSA MARU Capt. T. Sato.	12,000	TUESDAY, 9th December.

§ Fitted with New System of Wireless Telegraphy.
PASSENGER SEASON—1914.

STEAMER.	TONS	SAILS	WEDNESDAY	28th January.
MIYASAKI MARU	16,000	"	"	11th February.
KITANO	16,000	"	"	25th February.
IYO	16,000	"	"	11th March.
HIRANO	20,000	"	"	25th March.
KATORI	16,000	"	"	8th April.
KAMO	20,000	"	"	22nd April.
KASHIMA	20,000	"	"	
STEAMER.	TONS	SAILS	TUESDAY	27th January.
SHIDZUOKA MARU	12,500	"	"	10th February.
TAMBA	12,500	"	"	24th February.
AKI	12,500	"	"	10th March.
SADO	12,500	"	"	24th March.
YOKOHAMA	12,500	"	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241
4-12-15

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 5TH DEC., 1913.

8 a.m. HONAM. 10 p.m. FATSHAN. 8 a.m. FATSHAN. 5 p.m. KINSHAN.

SATURDAY, 6TH DEC., 1913.

8 a.m. KINSHAN. 10 p.m. HONAM. 8 a.m. HONAM. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. HEUNGSHAN. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO

Week days at 5 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12:30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7:30 a.m. and 2 p.m. Sundays at 7:30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7TH DECEMBER, 1913.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7:30 a.m., and from Hongkong at 12:30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

F A R E S: SALOON Single \$3, Return \$5. 1st CLASS Single \$2, Return \$3. 2nd CLASS Single \$1, Return \$2.

Staterooms:—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4:30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**

S.S. SAI-NAM, 588 tons, and S.S. YAN-NING, 598 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8:30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER Captain Leaving

"PANAMA MARU" J. Kanto WED'DAY, 10th Dec., at 1 P.M.

"SEATTLE MARU" T. Saito THURSDAY, 26th Dec., at 1 P.M.

"MEXICO MARU" N. Kobayashi WED'DAY, 7th Jan., at 1 P.M.

"CHICAGO MARU" I. Goto THURSDAY, 22nd Jan., at 1 P.M.

"CANADA MARU" H. Yamamoto

"TACOMA MARU" T. Namada

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER Captain Leaving

"LUZON MARU" K. Sakawa WEDNESDAY, 10th Dec., A.M.

"SAIGON MARU" T. Yamaguchi FRIDAY, 26th Dec., 4 P.M.

"INDO MARU" K. Komiya

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

STEAMER Captain Leaving

"KAJO MARU" Y. Yamamoto WED'DAY, 17th Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER Captain Leaving

"DAIGI MARU" S. Tashige SUNDAY, 7th Dec., at 1 P.M.

"DAIJIN MARU" K. Murakami SUNDAY, 14th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER Captain Leaving

"BOSHU MARU" K. Tashira WED'DAY, 10th Dec., at 8 A.M.

FOR CANTON.

STEAMER Captain Leaving

"BOSHU MARU" K. Tashira FRIDAY, 7th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to—
Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.**PHILIPPINES S.S. CO.**

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO. TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light. Fans in every Cabin. Competent Stewardsess Carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 5th December, 1913.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 6th Dec	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 6th Dec	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUNDA	About 10th Dec	Freight and Passage.
SHANGHAI MOJI, KOBE BORNEO AND YOKOHAMA	Capt. P. S. Rim, R.N.R.	About 14th Dec	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd December, 1913.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAU	"PAOFING"	On 6th Dec, 11 a.m.
MANILA, CEBU AND ILOILO	"TEAN"	On 9th Dec, 4 p.m.
SHANGHAI	"ANHUI"	On 11th Dec, 4 p.m.
SHANGHAI	"SUNGKIANG"	On 12th Dec, 10 a.m.
SHANGHAI & TSINGTAU	"CHENAN"	On 13th Dec, 11 a.m.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAY" and S.S. "SANDU"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "PEAN" Excellent Saloon accommodation Amplest, Electric Fans fitted, Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

HONGKONG, 5th December, 1913. BUTTERFIELD & SWIRE, AGENTS. [7]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 5th Dec, at 11 a.m.
"HAICHING"	Capt. W. C. Patterson	TUESDAY, 9th Dec, at 11 a.m.
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 12th Dec, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 7th Dec, at 10 a.m.
		WEDNESDAY, 10th Dec, at 11 a.m.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPPAIK & Co.,
GENERAL MANAGERS.

Hongkong, 4th December, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	15th Dec	On 11th Dec, 10 a.m.
EASTERN	17th Dec	On 2nd Jan, 10 a.m.
ALDENHAM	19th Dec	On 13th Dec, 10 a.m.
EMPIRE	21st Dec	On 15th Dec, 10 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. JEANARA	16th Dec
S.S. SILESIA	20th Dec
S.S. PREUSSEN	30th Dec
S.S. O. J. D. ALDER	9th Jan
S.S. BELGAVIA	13th Jan
S.S. SPESIA	20th Jan
S.S. SCANDIA	24th Feb
S.S. ROERDE	24th Feb
S.S. BAYERN	2nd Mar

HOMEWARD.

FOR MARSEILLES, BREMEN & HAMBURG:

S.S. WESTPHALIA	5th Dec
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRASILIA	17th Dec
FOR HAVRE, BREMEN & HAMBURG:	
S.S. ISIRIA	27th Dec
FOR HAVRE, BREMEN & HAMBURG:	
S.S. ALTMARK	26th Dec
FOR MARSEILLES, ROTTERDAM & HAMBURG:	
S.S. FUERST BUELOW	29th Dec
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. C. FERD. LAEISZ	2nd Jan

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 5th December, 1913.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	MON., 22nd Dec.
NIPPON MARU	11,000—18 knots	WED., 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	

* via MANILA. Onitting Shanghai.
All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60	" " " £96.10.
" " " SAN FRANCISCO	£45	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	WEDNESDAY, 10th Dec, Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New Lands, Cities and Scenery—Hundreds of Miles through the Gorgeous Scenery of the Sierras, Feather River, Canon and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
via SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Dec, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no extras, no tips, no inside Cabins.
Stewards, Laundry, Wireless Telegraphy.FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st December.
These Steamers of large tonnage are fitted with comfortable one-class accommodation for Saloon Passengers. No Surplus. Doctor, Stewards, Wireless Telegraphy.RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.5.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Calais or Boulogne, Class I £3.15, II £2.1.9.
BY SEMBRING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.9.9.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £2.19.5, II £1.5.1.

TO SHANGHAI

S.S. "KOEBER," 9,900 tons, will leave as above on 2nd January, at 6 a.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

S.S. "CHINA," 11,800 tons, will leave as above about 1st January.

Cargo taken at through rates to all ports in Atlantic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., AGENTS,
Princes' Building.

Hongkong, 2nd December, 1913.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTION, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES, throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address: "TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIEN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAPAN	—	JAVA	First half of December.
TJIKINI	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJILATJAP.	JAPAN	Second half of December.	JAVA	Second half of December.
TJIBODAS	JAVA	Second half of December.	SHANGHAI	Second half of December.
TJILIWONG	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJIPANAS	JAVA	Second half of December.	JAPAN	Second half of December.
TJIMANOEK	JAVA	Second half of December.	SHANGHAI	First half of January.
TJIMAH	JAVA	First half of January.	JAVA	Second half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIEN.

York Buildings, 1st Floor.
Hongkong, 5th December, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"YORCK"	17,000	Wed., 10th Dec, at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW"	15,900	About Thursday, 11th Dec.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 27th Dec, at 9 a.m.
KOBE	"COBLENZ"	6,750	About Tuesday, 9th Dec.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Saturday, 3rd Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telephones.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th December 1913.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
Capt. F. VON BINZEL.		
* "GOEBEN"	17,300	ON FEBRUARY 18TH.
Capt. A. AHLBOEN.		
* "DERFFLINGER"	17,250	ON MARCH 3RD.
Capt. F. PROESCH.		
* "KLEIST"	17,000	ON MARCH 18TH.
Capt. L. MAASS.		
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
Capt. C. MUNDT.		
* "YORK"	17,000	ON APRIL 15TH.
Capt. F. LOESER.		
* "PRINZESS ALICE"	20,300	ON APRIL 28TH.
Capt. J. BORTHEWITZ.		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELOCHERS & Co., GENERAL AGENTS,

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

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